



PLYMOUTH & CORNWALL WING
AIR TRAINING CORPS

TEN TORS

TRAINING MANUAL

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Introduction

This manual has been prepared in response to a request for a set standard to be applied to all of the wing's Ten Tors teams. It also ensures that all of the existing and new team managers and associated staff are aware of the requirements of the team and what is expected of them. By following the standards shown in this manual, the Wing should be able to provide consistent, high quality training in a safe and controlled environment. Therefore, this manual is a guide for managers to help them best fit the general Ten Tors training programme of the Wing Adventure Training Team into their own training programme.

It is appreciated that everyone has different ideas on training, navigation, camping, etc. We hope that the manual is taken in the spirit that it is meant, and that you and your team continue to develop.

Boris.

Anything to add? Just contact khemsil@khemsil.eurobell.co.uk

What is Ten Tors? – Introduction to cadets

The guide to Ten Tors quotes the aims of the event as

“To encourage teams of young people to take part in a planned expedition over Dartmoor. The event is not a competition but a challenging adventure which demands careful planning, imagination, skilful navigation, endurance and teamwork.”

The event itself, in a nut shell, is to travel either 35, 45 or 55 miles over Dartmoor, visit ten Tors, camp out overnight, be completely self sufficient and return in 32 hours. This is not an easy task, but completion will be very rewarding.

The training takes place from February to May each year and consists of some weekend exercises where the teams will learn and demonstrate their abilities to undertake tasks, including weekend expeditions on Dartmoor. The mileage will increase as the training progresses, along with the degrees of difficulty. It cannot be stated enough, the importance of participating in as much training as possible. Only mileage, experience and conditioning will improve your performance.

There are also certain skills that you will need to learn before the event, either through specific training at your unit, and on Dartmoor. This will be navigation, leadership, campcraft, teamwork, safety, first aid and survival.

Ask your team manager to explain all about the event, training requirements, what knowledge you will require, finance and equipment.

There is very much competition for team places. Often only 50% of those who begin training will actually participate in the event. Completing the training does not mean an automatic place.–You will need to earn it.

Training is not cheap. Each training weekend will cost between £5 and £10 depending on the number of meals provided. The money is a contribution towards food, the cost of hiring vehicles and fuel. In addition to this cadets will need to be fully equipped. There is little Wing equipment available. Some squadrons may be able to assist with some equipment. Adventure training equipment is not cheap.

So you want to be a Team Manager ?

You will find whilst browsing through the manual that there are topics that you probably have not encountered before or do not think are relevant. Before shouting and screaming that you know nothing about it, do try to learn something about the topic yourself. If you do not know or cannot be bothered to learn more, then should you really be training a team?

None of us can say we know everything about all aspects of adventure training or Ten Tors, we should all be trying to better ourselves as the training proceeds. But first, ask yourself this simple question,

Can I do what I'm expecting them to do?

I think some of us will struggle if we did.

Remember, on our own training weekends you might be asked to camp overnight at some remote Tor, or be sent into the hinterland to find a team. In the dark.

Each one of the topics below can be used as the basis for many lectures, the hard bit is done, only you can ensure that the information given is taken in by the cadets and used. Only you can ensure that the teams experience increases with time. Remember to keep checking that the information is being taken in by the cadets.

In essence, this is what you and your team should know and be practising before the event.

The Wing Adventure Training Team will provide some of the administrative support for the weekend training organised by them, will assist in training and provide important safety supervision during training. But, as manager, you will have much of the administration to do and training on top of that provided by the Wing Team. The general Wing training is supposed to add to your training at your unit and not to replace it. Advice can be sought from many of your fellow managers and trainers. Please do not hesitate to ask.

Navigation and map planning

Remember, only practise and experience will improve your map reading.

Go through with the **team**, their knowledge of:-

- Simple grid references
- Symbol recognition
- Bearings
- Scales
- Distances
- Naismith's rules
- Contours
- Choosing the easiest routes
- Escape routes

What if I get lost? (See scenarios later page 18)

Navigation planning

- Route cards(page 26), escape routes, campsites
- Use of route cards

Practical compass use

- Orientation of map
- Triangulation
- Discuss navigating in mist and attack points

Team Composition

What everyone in the team does -

Team Leaders

- They are probably the strongest and most experienced of your team and obviously assume the main anchor role in the team. The team is in their hands, which is a large responsibility.
- Amongst their duties are, making decisions, ensuring adequate eating of meals and snacks, ensuring that waterproofs are used correctly and crossing rivers sensibly amongst many other things.
- They should check the team for hypothermia, lack of morale, problems, etc.
- They should be able to take charge in an emergency Do they know what to do in certain situations? If not ask.
- They should assign team rôles including backmarkers and navigator
- They should know their team's capabilities
- They should ensure early rising in the mornings and that everyone eats.
- They should check the campsite for tidiness and loose/lost equipment.
- They should know where all equipment is before starting off.
- They should make sure that loads are even - especially bits of tent
- They should talk to everyone on each leg and try to raise morale. Be careful of boredom in the team. They must always be cheerful and not negative
- They should watch the pace - especially uphill. Do not start too fast.
- They should be aware of developing problems during training and discuss them during de-briefing sessions.
- Most time is lost owing to excessive stopping, especially dinner time. They should keep a nice easy pace up.
- They should aim to finish the walks with a happy, well fed, good spirited team.

Navigators

Go through routes with the navigators, point out main features, what they should be seeing on route, where to go if they are misplaced or have overshot.

Remind them to use :-

Bearings, Contours, Map, Time, especially in poor visibility.

Look for escape routes, especially to logical locations, e.g. roads, where others can find them.

They should be confident with themselves and the route.

Use a check navigator.

Everyone in the team needs something to do so that they feel important and part of the team. Consider leader, navigator, check navigator, deputy leader, timekeeper, joketeller.

Quick Tip

Do not assume that the team ahead is going to the same location.

Equipment

This is not the official Ten Tors list but encompasses it and has been augmented to give a more complete listing.

Personal

- Waterproofs (top and bottoms)
- Stout boots
- Socks (at least two pairs, not nylon, (+ spares))
- Walking trousers, cords, lightweights (not jeans) T- shirt, sweatshirt etc.(+ spares)
- Hat
- Gloves/mittens
- Rucksack
 - Water bottle
 - Food / Snacks / Drinks
 - Spare clothes
 - Whistle
 - Survival bag
 - Matches
 - Sleeping Bag
 - Emergency rations

All equipment in the rucksack should be in its own plastic bag. If items are in their own clear plastic bag with a label, Kit Check may become an easier process.

Team Equipment

- Watches
- Map
- Compass
- Torches
- First Aid Kit
- Emergency rations
- Tents
- Stoves/fuel
- Pots & pans

Other equipment that will be needed, some dependant on conditions, are:-
Karrimat, knife, fork, spoon, plate, mug, tin opener, toilet paper, penknife, cleaning kit, towel, water purification tablets, sunglasses, sun cream/block, cash, toilet paper etc.

The Sleeping Bag should preferably not have a down filling, this gives no warmth when wet, conditions which you will definitely encounter.

A lot of teams have been hassled at Kit Check owing to Meths for Trangia not being in metal containers (Sigg bottles for example). There is no section of the existing rules that cover this. Sigg bottles, although leakproof, are expensive and damage easily. Plastic bottles are more robust and cheaper (more suited to cadets!).

Combat jackets are not recommended. They become very heavy when wet. It is also difficult to find lost teams who merge with their surroundings.

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For Ten Tors, Ron Hill Trackster type trousers are not acceptable. You must have something more substantial. The scruteneers also look for a 'T' shirt and a shirt with full length arms.

Camping & Camp craft

Tents

Know how to erect your tents, don't leave it until the day! Practise beforehand!

Know how to position your campsite, although on Ten Tors itself, 35 mile teams are shown where to camp, normally the windiest most exposed bit of ground with loads of other tents and far away from a source of water.

Some general points: Keep your rucksacks outside, especially if they're already wet. Consider putting them inside an old survival bag to prevent them from becoming any more wet. Scrutineers expect to see a survival bag in good condition so use an old bag for this.

Cooking

Types of stoves – relative merits.

Trangia	Meths, fuss free, stable, slow, little control, meths hard to find and expensive.
Hexamine	Solid, hard to light, no control, fumes are dangerous in enclosed spaces, once gone you need a specialist shop to obtain refills.
Pressure petrol	Fast, efficient, hard to light, care needed, volatile.
Gas	Easy to light, controllable, small, hard to see remaining fuel, canister lasts 2.5 hours, readily available, not so good in cold conditions.

Remember matches or a source of ignition methods.

Note, the carrying of Meths in Trangia burners will make the pots and pans stink, will leak and is not recommended.

Campsite procedures

Have a practised routine for arriving at your campsite. For example

- Arrive and split into tent groups
- Two erect the tent while one starts cooking, filling water bottles, etc.
- On erection of the tent, one person sorts out his kit and gets into the tent to continue cooking.
- Others get into the tent. On a bad day, you should have all your sleeping bags in the tent first, followed by food and eating kit.
- No boots or wet clothes in the tent.
- Eat and clean pots. This is important for the next day. Waking up to make hot drinks in a pot full of dead stew is not recommended.
- Do not leave the tent from now on unless necessary. Get as much rest as possible and keep warm.
- Obtain any breakfast items from where they are packed.
- Sleep
- Wake up. If you are efficient, there should be no need to leave the tent. Breakfast, food and water should all be within reach.

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- Eat and clean pots. This is important, the pots are all you can use to prepare hot drinks in an emergency.
- Get ready to leave. The tent should be used as shelter until as late as possible. Keep preparing hot drinks until both tents are ready to go. Then drop and pack the tents.

Food

4000-5000 calories are required per 25km. Good foods are rice, pasta, fruit, bananas which are full of carbohydrates. Remember that digestion processes reduce to 20% during exercise. That's why we get hungry when we stop.

Obtaining good food for walking can be difficult. Sandwiches tend to dry up and get boring. Try different items whilst training. Items with strong flavours seem to be more enjoyable than those without. For instance, cheese with chives, instead of Cheddar cheese.

Energy bars, although good to eat, are expensive and do not contain any bulk.

Beware of the temptation to use Pot Noodles. Their nourishment value is far lower than you might expect. For Ten Tors, the scrutinisers do not accept quick noodle type meals as a main meal. They are not substantial enough.

Remember, this is a team exercise. Eating the same ensures ease of cooking and preparation.

Main Meals

Considerations when selecting food

- Nutritional – does it give you enough calories?
- Robust – will it survive in a rucksack for a day?
- Compact - will it fit in a rucksack or take up too much space?
- Simple to prepare – the simpler the better.
- Cooking times - you'll want it quite quickly so a 30min simmer time is unacceptable and uses precious fuel.
- Taste – choose something that you will want to eat.
- Weight – this is a trade off – dried meals are light but still need water.
- Preparation – is it difficult to prepare, especially when you're cold and wet?
- Water usage – do you need to collect extra water for it?
- Cleaning – take bacon and eggs, how would you clean your frying pan in the field?
- Fuel – are you carrying enough to last out the weekend?

Quick Tip

Use herbs or curry powder for added taste.

Discussion of the relative merits of the following commodities follows.

- Compo, has improved recently, especially with the introduction of MRE's – Meals ready to eat. Versatile and cheap – if you can get hold of them! MRE's are basically boil in the bags but can also be eaten cold.
- Tins – Open the tin, throw into a saucepan and heat up. Comparatively heavy but easy to get hold of with a good range. Cheap. Have to clean saucepan afterwards. Bulky.
- Dried / dehydrated – Very light, just add water to the bag. Can be quite bland. Expensive. Not a good range of products. Small packets.
- Boil in the bag – Medium weight boil in hot water and can then use the water for drinks. Expensive. Not a good range of products.
- Fresh & fry ups – Long preparation time, not robust. Bulky. Will it keep for that length of time? Clean up afterwards difficult. But a good range of products!

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- Dump it in – Pastas, noodles, and the like. – A fairly recent innovation, easy to prepare, fairly quick, but needs something else. Good energy level. Bulky but light.

Breakfast

Something hot and nutritional is required for breakfast, easiest being something like -

Ready Brek, meusli, dried milk, sugar, hot drink

Snacks

Take a variety of products -

sandwiches, cold meats, chicken, cheese, cake, chocolate, pasties, nuts, raisins, fruit.

Note that fructose is absorbed by the body gradually whereas glucose is absorbed quickly. So fruit will give energy for a long stretch but chocolate might be good at the bottom of a tor.

Drinks

Drinking Chocolate comes in sachets and is quick and easy. Orange powder does help to flavour sterilised water but leaves your bottle orangey! Isotonic drinks are good for topping back up at the end of the day. But definitely not coke or fizzy drinks.

Note - coffee interferes with nourishment.

Water

Hydration, 2% = 20% loss of performance. Aim to drink 8L of fluids on a hot day. Therefore, if you have a 1L bottle, you will obviously need to fill and empty it 8 times.

Purify or boil all water from Dartmoor streams. Or else, runny bottom!

Storage

Little pots for powders, no big plastic boxes, no flasks, glass/ceramics/china. Remember always to have your cup and eating utensils handy before you disappear into the tent.

Hygiene

Be tidy in your area, don't let things blow around. Don't camp near the toilets and don't leave litter

Practise.

Ensure that you know how to cook your food before getting on Dartmoor as it is not a good environment to learn how to cook. Whilst training, try as many different items as possible. Cook them at squadron, at home, on any type of stove, just to get use to it. Ensure that your final food selection is what you like and you can prepare and eat.

Improving the food.

Some of the food you can obtain can be very bland. Use fresh onions, curry powder, herbs and spices to improve the flavours. These items take up little room and can make a difference.

Emergency rations

Everyone is to have their own. Just consider how long you can survive on your rations and how long it takes to be rescued?

Typical emergency rations.

These must be in either a sealed container or wrapped robust enough as not to cause damage to the contents.

2 hot drinks (e.g. drinking chocolate sachets, cup a soup)

1 main meal (suggest dehydrated, pasta, rice)

2 chocolate bars (Mars or similar)

Some boiled sweets

Water sterilisation tablets

The above is not the requirement of the Ten Tors rules but is recommended by the Wing Adventure Training Team. It was deliberated after a training incident where a team camped out overnight unexpectedly and some of the team had insufficient emergency rations with them. Emergency rations should remain intact at the end of the walk – unless there is an emergency.

Safety

First safety points, always, always obtain a weather report and leave a route card behind, before setting out. Make sure all the team understands the weather and route. The route card left behind will be used to find you if you do not return so make sure it is with an appropriate person.

Never expose the team to conditions outside of their experience or equipment performance.

Know where all of the manned checkpoints are and take mobile phone numbers with you.

A plan of action in cases of a casualty should be something like:

Examine casualty, if you have one

- breathing
- pulse
- bleeding
- breaks

Decision, based on,

- condition of casualty, if you have one.
- condition of party, are they cold, hungry.
- time (sunrise/set), walking time, e.g. will your help party be walking at

night?

- weather, evacuate to lower position?
- availability of assistance, e.g. other groups checkpoints, telephones
- terrain
- position

If *Evacuation* is required then consider

- rest, equipment & food before setting out for help.
- self rescue

Or *stay put*

- erect or find shelter

Or *split team* Half of team go for help with a written report.

- written report to include
 - name of casualty
 - time of accident
 - treatment given & nature of injury
 - grid ref.
 - location details
 - colour of tents, shelter
 - plan of action, names of team members.

Meanwhile the remainder of the team remains with the casualty

- make comfortable, reassure

- emergency signals

- markers, consider carrying a cylon stick to attach to the outside of the

tent.

- sit tight & wait

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Remember to make yourselves comfortable, i.e. do not stand around outside of the shelter waiting to see someone.

Helicopter procedures

Do not get caught in the rotors!

Do not approach helicopters from the tail

If you need assistance from a nearby helicopter, stand with your arms in a 'Y' formation. If you wave then it'll ignore you!

Wait until the pilot or loadmaster tells you to approach.

HYPOTHERMIA

Remember, the final effect of hypothermia is death.

Technically, hypothermia is caused by a chilling of the body, especially the limbs, which leads to lowering of the body core temperature.

It is usually caused in our environment by a culmination of features. Think of the team, navigating across Dartmoor in the mist, on their own. One member with insufficient clothing hasn't been eating or drinking well, his morale drops and down he goes!

Factors

- Weather conditions, wind and rain
- Loss of warmth owing to insufficient clothing
- Loss of warmth owing to wet clothing
- Exhaustion owing to insufficient eating/drinking
- Physique/fitness
- Training/conditioning
- Dehydration 2.5L per day 4L in summer
- Low morale, e.g. when lost in the mist
- Recent illness leaving the body weak
- Note, prevention is better than cure, keep warm, dry, eat well,

Symptoms

- Complaints of cold, wet
- Irrational or violent behaviour
- Mental/physical lethargy, ask questions, are the answers rational?
- Slurring of speech
- Vision fails
- Collapse/coma
- Possible pallor of face
- Shivering

If shivering stops and no response-

Treatment

Remove the causes

STOP

shelter, change clothes, put in a sleeping bag. insulate from all cold sources, cover head,

give warm food and drink, especially sugars, chocolate

Keep the tent hot

Keep morale high, encourage

Wait for possible recovery, go to a plan of action, especially escaping from the moors, with or without the casualty.

If casualty recovers then get off the moor anyway.

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Note rescue groups treat all hypothermia cases as stretcher cases even if recovered. Keep brewing and remember the rest of the team. If one isn't good then there may be others suffering, especially once you stop.

DO NOT rub extremities. This simply brings blood to the skin's surface and assists cooling.

DO NOT give alcohol in any form.

TRAINING INCIDENT GUIDE AND RESCUE INFORMATION

A TRAINING INCIDENT IS DEEMED AS:

- Any individual or team who has failed to check in at two consecutive checkpoints within the expected time, or has not been reported as safe for four hours. (For example, a team leaves checkpoint D at 11.30h and is expected at checkpoint E at 12.25h and at checkpoint F by 14.05h, accounting for a lunch break. At 14.10h the team has still not arrived at checkpoint E.)
- Any team which reports a casualty requiring evacuation from the training area.

A training incident can arise at any time and affect anyone or any team, irrespective of experience or level of preparedness. Remember, the health and well-being of team members is at all times a priority over completion of the task.

SO WHAT?

A training incident will initiate action from the safety team monitoring training. **It is important that the teams know that they have caused a training incident, that they know that staff are looking for them and they know what to do to help staff find them.**

If the team suspect their navigation is inaccurate or someone in the team is unwell, they should always seek help sooner rather than later. This will usually be from the nearest or any manned checkpoint.

ACTION IF UNSURE OF POSITION

Stop and think. Do not panic. Do not continue further as this will only make any error worse.

If the weather is fine, take some time to orientate your map and try to recognise the features around you.

If the weather is bad, get off an exposed hillside, seek shelter and then consider your position.

Remember, at worst you can only be your walking speed multiplied by the time of your last known checkpoint from the last checkpoint. (e.g. 4kph x 1 hr = 4km)

TEAM ACTION IF LOST, STATUS CONFIRMED BY LEADER AND NAVIGATOR

Appropriate action here will depend on team condition and remaining length of daylight. Remember, if unsure of position do not move anywhere in darkness.

If the team is in good condition with no casualties and there is sufficient daylight, take action to get off the open moor. This should be the shortest and easiest route to a

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known road. Then find a phone and contact control. This may be by heading N, S, E or W. Control will arrange for you to be picked up.

If the team has a casualty and is unsure of position you must stop, erect a tent and treat the casualty. If the casualty is not likely to recover in time to enable action as above in daylight, then the team must be split into tent groups or as appropriate. The fit party must then take action as above to enable their recovery in daylight. Directing Staff will then debrief them and formulate a recovery plan for the remainder of the team.

If the casualty is badly injured, the remaining party should begin the recognised international distress signal using whistle and torch. If rescued by a third party, the group must ensure that efforts are made to inform control of events otherwise an unnecessary search will be instigated by them.

Should any team be benighted then they must be aware that Directing Staff will be concerned about their whereabouts and will be attempting to find them. To assist in this venture it is imperative that teams make every effort to draw attention to their whereabouts. This will mean not camping in a secluded position and ensuring a light is hung on the outside of the tent during the hours of darkness. (Do not confuse secluded with sheltered. Do not pitch in an exposed position unless necessary but conversely, do not hide your tent in the vegetation).

Situations / Questions

These are based on actual occurrences on Dartmoor. They are meant to educate both staff and cadets minds on the importance of 'What if ?' Some of these scenarios change with different locations on Dartmoor. Use a map to check if the cadets know escape routes etc. There is no perfect answer to any of these scenarios, but it is important that you know how the team thinks and they know how you think! Safety staff will expect you to know what the team will do in a certain situation so that they can best coordinate a rescue.

It's important that the following questions be asked and answered when briefing incidents.

- What will the team do?
- What will the staff do?
- For how long will they do it?

Benightment.

You are on a walk with only 4K to the finish, you're late, over schedule and it's almost dark.

What are your actions as team leader?

What if the team kit is not complete, e.g. not enough tentage, or sleeping bags?

Checkpoint closed.

You end up at a checkpoint to find nobody. What are your next actions?

Expand to - after a day's walk you are benighted. You walk to the nearest checkpoint the next day to find nothing. - What if a helicopter suddenly appears in front of you?

Heat.

Unbearable heat, four hours into the walk and two from the next checkpoint?

Survival

How long can you survive with your equipment? What if it was to start snowing hard?

Minor injury

Two of your team take a tumble bringing forth two sprained ankles (on different people). You are 1K away from a checkpoint, but are equipped with a mobile phone.

What are your actions?

Ten Tors specific.

After scrutineering at the event, the team manager decides to change your tentage to something lighter, that you have not seen before. What would you do?

After scrutineering at the event, the team manager decides to remove from your rucksack some of your spare clothing. What would you say?

During the event and in sight of a checkpoint, your team manager appears in front of you? What are your actions?

After crashing out of Ten Tors, you are sent to a road for pick up. After some time without sight of a vehicle your team starts getting cold. What do you do?

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You come across a poorly equipped team with an injury. How do you help them?
What if stopping to help will make you too late to complete the expedition?

Team Managers – Tips for

- Encourage never destroy.
- De-brief every walk, discuss relevant points with the team, i.e. navigational problems, equipment failures, morale, personal problems. Ask questions like 'What can I do to improve', 'What was the worst bit' to get them talking.
- Develop a good spirit in the team.
- It certainly is not enough to expect your team to be fully trained using the Wing training walks only, a certain amount of specific training is needed at unit level. Base your training around topics in this manual.
- Do not be too proud to ask others about how to tackle developing problems or if you need more information.
- Know your team capabilities: their good points and bad points. Discuss them with the team leader before the event.
- Ensure your team is well conditioned. If you have unfit cadets at the start, encourage them to do some extra work during the weeks before. Any little improvements will help them on the day.

MANAGERS CHECKLIST (For training weekends)

ON ARRIVAL AT TRAINING WEEKENDS

Hand trainee contributions to control with a list of names of those attending from your unit, broken down into Supervisors and Trainees.

PRE DEPARTURE ON WALK

- Hand copies of route sheet and rescue information on reverse to Controller.
- Check knowledge of escape routes off the Moor with trainees.
- Check the standard of members personal kit.
- Check team equipment:

Tents / Poles / Pegs
First Aid Kits
Maps / Compasses
Stoves / Fuel
Food

ON DEPARTURE

Ensure team sets off in the right direction.

ON RETURN

- Advise control of team's return.
- Recover any kit loaned for the exercise and return to the owner. (This is particularly important if you have borrowed equipment from another unit.)
- Check trainees: all present and safe.
- Ensure trainees have transport home and are not left unsupervised.

DS ARE NOT TO DEPART UNTIL ALL PERSONNEL ARE DECLARED SAFE.

Remember to de brief the team afterwards.

Ten Tors - Tips for the event

- Participants, try to arrive early Friday, not Thursday. The extra night's sleep is invaluable. You will not sleep very well at Okehampton on the Thursday night.
- Prepare your equipment at home. Twice. Never rely on anyone else to bring equipment for you, always depend only on yourself. Check everything, even that the Trangias have been cleaned. Check tentage for all bits.
- Navigators, will require rule, pencil, eraser, etc. to complete the route.
- It will be boring on Friday so bring something to do.
- In the campsite, take care of your own equipment, leave it tidy and in a waterproof bag.
- Be friendly and not aggressive at Kit check
- Food is usually provided at the main campsite, but check with your team manager that it is suitable for you.
- Aim to eat high protein foods, e.g. steak, at the beginning of the week, followed by pasta and cream cakes at the end. If the weather report looks good, add more salt to your meals, This will need to be started from the previous Monday to have any effect.
- Team managers, remember to take contact numbers with you of the parents of the cadets taking part. You will also need to know of any medical problems or medication being taken by the cadets before registration. They receive a different colour wristband. Check the dates of birth before registering.
- Team managers should follow the rules, under no circumstances put the teams' participation in jeopardy. After all, it is **their** expedition.
- Parents, when they arrive on Sunday, are a pain. All they are interested in is their own offspring. Most of the confusion on the 1996 event, when it was abandoned, was caused by parents requiring real time information as to the teams whereabouts. You may need to be firm with them, as you are responsible for all six of the team at that stage and it is you that the organisers will pass information on to you. Ensure that not only your team but their parents are briefed as to what your role is at Ten Tors. Ensure, if possible, that they go nowhere near the fall out cell in case of emergency. At the event you are now given a card with your team number on owing to problems in the past with parents booking out drop outs before the Team manager gets there.
- Check to see if the team has a mobile phone squirreled away somewhere. Not only is this against the rules, but the cadets could then speak to the parents and be picked up without anybody's knowledge. See also the two paragraphs above.
- Try to find out how your cadets are travelling home from the event. They are still your responsibility after completing the walk until you get them back home or pass them onto their parents, unless they have their own means of transport.

Format of training weekends

The purpose of this section is for managers to understand what training will consist of during the Wing training weekends so that they can use them to best effect to enhance their own training given to their team at their unit.

Weekend 1

The morning of day one will be spent in classrooms covering the following topics: what is Ten Tors, first aid, team work and equipment. The teams then progress out onto the Moor to practise tent erection and stove use. This is an opportunity to ensure that the tents you have are serviceable and suitable. It also allows the cadets the opportunity to practise with various types of stove and to assess which they might prefer to use. In the evening managers have time to coach the teams through preparing the route card for the following day's walk. Day two is a walk. This allows the opportunity to see how the group work together as a team, to assess individual's navigational abilities and to practise walking with a pack on your back. This may only be the first weekend but all teams should have the full kit requirements because the teams need to have the right kit just in case something goes wrong. For safety reasons, managers are expected to be with their team for the whole walk and not to let them walk by themselves.

Weekend 2

The morning of day one is spent in the classrooms covering the following topics: first aid, safety and training incidents. Afterwards the teams go out onto the Moor to practise tent erection and stove use. These two opportunities should allow you to try different tents, stoves and foods. Make sure that the team knows how to put up their tent. The teams also need to prepare their route cards for the following day and prepare for the evening which consists of presentations by the teams about training incidents. They will each be given a scenario and will need to decide what action they will take and what action they think the directing staff will take. Hopefully their actions will complement the staff actions to ensure that the team is most effectively kept safe. The teams will need lots of coaching here otherwise they are likely to make mistakes. If they present the wrong answer they will potentially assist in the mis-training of all teams. They need to learn how to react to problems so it is important that they take this session seriously. Day two is a walk. Build on the first weekend's walk. Again, managers are expected to walk with their team.

Weekend 3

This weekend comprises two days of walking. There may not be sufficient time to complete route cards during the weekend so you will have to ensure that the teams have prepared these prior to your arrival. On returning after the first day's walk the teams will practise tent erection and cook their evening meal. They need to bring an evening meal. They then break camp and sleep in buildings. Managers may want to begin allowing their team to walk by themselves without constant supervision. However, be aware of the team's abilities. It may be necessary to walk in sight of the team to begin with and then allow them more room. You may have a radio during training. Make sure that when you are talking to control that they differentiate between you and the team so that they can keep track of your location separately to the location

of the team. This will prevent any misunderstandings. Remember that so far, managers have been walking with teams. In general, control is more interested in the team's location so make sure you know where they are.

Weekend 4 and following

The distances covered will increase and the cadets may now spend the night under canvas. Generally they do not like to get up and be active in the morning so they may need pushing. Impress upon them the importance of having a good sleep because they will need the energy for the following day. Do not encourage the team to take too many short cuts. They need to build up their mileage if they are going to have any chance of success. However, you need to be flexible enough to be able to modify their route on Sunday to ensure that they arrive at the end point ontime for dispersal.

As time goes on the teams need to be given more room and you should allow them to walk by themselves. The role of directing staff changes from walking with teams to manning checkpoints with a sweep team following the last group and dealing with any problems as they come across them.

RAF training weekend

This is the dress rehearsal for the event. If a team member cannot complete this then you might question whether they will be fit enough for the actual expedition.

TEAM IDENTIFICATION INFORMATION

<u>TEAM NO.</u>	<u>DESCRIPTION / COLOUR OUTER CLOTHING & WATERPROOFS</u>	<u>TYPE / COLOUR TENTAGE</u>
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		

GRID REF OF PARTY BRIEF DESCRIPTION OF SURROUNDING AREA.

CASUALTY INFORMATION.
INCLUDE NAME, TYPE AND EXTENT OF INJURY. TIME INJURY
OCCURRED.

REPORT OF EQUIPMENT / FOOD LEFT WITH CASUALTY / REMAINING PARTY

IS TENT MARKED / ILLUMINATED TO ASSIST SEARCH PARTY ?

ARE REMAINING PARTY GIVING DISTRESS SIGNALS ? SIX BLASTS OF A WHISTLES OR FLASHES OF A TORCH. PAUSE FOR A MINUTE THEN REPEAT

WHAT IS YOUR PLAN OF ACTION FOR THE NEXT 12 HOURS ?

Radio codes

The use of radios during training is a vital part of our safe training environment. It allows Control to understand what is happening and can coordinate assistance when necessary. The frequencies used by the ATC can be monitored by non-ATC personnel and therefore it is important to adhere to a few simple procedures.

Callsigns are usually the simple tactical type. Remember phonetics are mandatory. Normally the coordinating station will use the callsign "control", occasionally when our lines of communications are stretched a relay station will be activated and use the callsign "zero".

The following pages show the codes that we regularly use to prevent non-ATC listeners from understanding what we are discussing. This is particularly important if there are casualties or there is a training incident.

To preserve battery life please keep communication to necessary messages only.

Radio codes

<u>P & C.W. A.T.C. RADIO CODES</u>	
BRAVO	LAST BATTERY
FOXTROT	DROP OUT - O.K.
GOLF	DROP OUT - MINOR INJURY
HOTEL	DROP OUT - EQUIPMENT PROBLEMS
ALPHA	<i>WILL RECOVER DROP OUT WITH CHECKPOINT STAFF</i>
CHARLIE	<i>EXTRA TRANSPORT REQUIRED TO RECOVER DROP OUT</i>
DELTA	<i>DROP OUT BEING RECOVERED BY OTHER STAFF</i>
ECHO (Grid)	<i>RECOVER DROP OUT FROM GRID REF ASAP</i>
JULIET	TEAM WITH LESS THAN 4, BEING HELD AT CHECKPOINT.
KILO (Team no.)	TEAM HAS JOINED WITH THIS TEAM AND WILL CONTINUE ON SAME ROUTE
LIMA	FURTHER INFORMATION TO FOLLOW
MIKE	FREE FORMAT MESSAGE TO FOLLOW
QUEBEC	CHECKPOINT REQUIRES LAST KNOWN INFORMATION FOR THIS TEAM
PAPA	CASUALTY INFORMATION TO FOLLOW AS FREE FORMAT MESSAGE
ROMEO (Grid)	CASUALTY REPORTED AT THIS LOCATION.
SIERRA (Grid)	TEAM BENIGHTED AT GRID REEF
TANGO (Grid)	CASUALTY BEING BROUGHT OUT TO THIS LOCATION
VICTOR (Grid)	CASUALTY REQUIRES IMMEDIATE RESCUE AT THIS LOCATION
WHISKEY (Grid)	CASUALTY REQUIRES IMMEDIATE BY DRG RESCUE AT THIS LOCATION
X-RAY	SEND MORE D.S.
YANKEE	SEND MORE RADIO OPERATORS
ZULU	LAST TEAM THROUGH, CAN WE CLOSE DOWN?

P & C.W. A.T.C. RADIO MESSAGE FORMAT

ZERO, YOUR CALL SIGN, TEAM NUMBER, TIME, ADDITIONAL INFORMATION.

Zero this is OK, B97/1 1223 Foxtrot

Items in italics are qualifiers for B, F, G & H, use them in series, e.g.

Zero this is OK, B97/1 1223 Golf Delta.

P & C.W. A.T.C. RADIO MESSAGE FORMAT

<ZERO>, <YOUR CALL SIGN>, <TEAM NUMBER>, <TIME>, <ADDITIONAL INFORMATION>.

Zero this is OK, B97/1 1223 Foxtrot

Items in italics are qualifiers for B, F, G & H, use them in series, e.g.

Zero this is OK, B97/1 1223 Golf Delta.

P & C.W. A.T.C. RADIO CODES

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