ROYAL CANADIAN ARMY CADETS

SILVER STAR

INSTRUCTIONAL GUIDE

SECTION 8

EO C322.02 – IDENTIFY FACTORS THAT IMPACT NAVIGATION IN THE WINTER

Total Time: 120 min

PREPARATION

PRE-LESSON INSTRUCTIONS

Resources needed for the delivery of this lesson are listed in the lesson specification located in A-CR-CCP-703/PG-001, Chapter 4. Specific uses for said resources are identified throughout the instructional guide within the TP for which they are required.

Review the lesson content and become familiar with the material prior to delivering the lesson.

PRE-LESSON ASSIGNMENT

N/A.

APPROACH

An in-class activity was chosen for TP 1 as an interactive way to provoke thought and stimulate an interest on how terrain features are affected in the winter.

An interactive lecture was chosen for TPs 2 and 3 to present background information to the cadet on the factors that affect visibility and weather conditions which can impact navigation in the winter.

A group discussion was chosen for TP 4 as it allows the cadet to interact with their peers and share their knowledge, experiences, opinions and feelings about navigating in the winter.

A practical activity was chosen for TP 5 as it is an interactive way to allow the cadet to experience navigating in the winter. This activity contributes to the development of winter navigational skills in a fun and challenging setting under supervision.

INTRODUCTION

REVIEW

N/A.

OBJECTIVES

By the end of this lesson the cadet shall be expected to identify factors that impact navigation in the winter.

IMPORTANCE

It is important for cadets to understand the impact of weather on winter navigation skills. Navigating in the winter can become very confusing when the surroundings and weather conditions change unexpectedly. Applying

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some simple routine navigation techniques will ensure the cadets stay on course while enroute to their desired destination.

Teaching point 1 — **Conduct a Brainstorming Activity Where the Cadet Will Discuss How Terrain Features Are Affected in the Winter**

Time: 15 min — Method: In-Class Activity

BACKGROUND KNOWLEDGE

Winter weather conditions have a direct impact on how people travel during the winter months. When participating in a winter hiking activity, there are some key factors which must be considered.

TRAILS/FOOTPATHS

Popular trails are easier to follow in winter than little-used trails, because staying on an unbroken trail can be extremely challenging. Just a few inches of snow can obscure the footpath and can be as bewildering as scanning a forest or open meadow; despite thinking or knowing that the trail is there somewhere, it all looks the same.

TRAIL MARKERS

A trail has specific details about it that tell the hiker they are on the trail. The trail will show signs of previous travel, a corridor through the trees, blazes, cairns and other markers. When following a trail in the winter, whether on a track that previous hikers have broken in the snow or on a trail you are breaking, remain vigilant to watch for signs of the trail.

Cairns. Cairns are piles of rocks. They vary in size from a small grouping of three or four rocks to large piles that can be seen in thick fog. During the winter with snow covering the ground, trails marked with cairns may require more concentration to locate than a marking at eye level. They are easy to miss.



K. Berger, Backpacking and Hiking, DK Publishing Inc. (p. 158)

Figure 1 Sample Cairn

Paint Blazes. Paint blazes are markings on trees, pieces of wood, rocks, etc. The markings will differ from trail to trail. A trail may have its own specific logo, which could be something as simple as a rectangle, a circle or a triangle. Paint blazes are the most common type of trail marking and during winter, windblown snow may stick to the trees covering the markers.

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Director Cadets 3, 2008, Ottawa, ON: Department of National Defence

Figure 2 Sample Trail Blaze

PROMINENT LANDMARKS

Winter conditions change the way features may have looked in summer. Snow masks and covers the normal route features by covering worn down paths, masking slight elevation changes and covering streams, marshes and valleys. Navigators will have to resort to using more prominent and sometimes distant features to orient the map, locate their position and follow a desired route. The prominent features can be ridges, peaks and communication towers.

Ridges. A long narrow hilltop, mountain range, or watershed can easily be identified on a map and also be easily visible during wither conditions.

Peaks. Mountaintops that form a point. Peaks of mountains are defined and easily seen during trekking and can be good prominent landmarks for orienting the map during winter travel.

Communication Towers. Cellular and radio communications towers are found on most current topographical maps and are good aids when orienting a map during winter navigation.

ACTIVITY

OBJECTIVE

The objective of this activity is to have the cadets in a group discuss how terrain features are affected in the winter.

RESOURCES

- Flip chart paper, and
- Markers.

ACTIVITY LAYOUT

N/A.

ACTIVITY INSTRUCTIONS

1. Divide the cadets into groups of no more than four.

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2. Provide each group with a sheet of flip chart paper and a marker.

3. Read the scenario in the note box to the cadets.



Scenario

Your cadet unit decided to conduct a three-day expedition in late fall. Prior to departure the weather and temperature was forecasted to be cool and partly sunny for most of the time but above the freezing point.

Starting out on the trek, the group travels for the first day. Camp is set up for the night and before lights out, some precipitation begins to fall. It is a cool night and all members decide to call it an early night and go to ground.

Waking up in the morning, the group is surprised to find 20 cm of snow on the ground. Luckily all members are prepared for the cool weather, and clothing and equipment will not be a problem. It is decided to continue the trek.

Before departing on the second day from base camp, it is noticeable that the snow is hanging in the trees and makes a solid layer of cover on the ground. While navigating, some members are finding it difficult, to identify features to orient the map.

4. Ask the cadets the following question and have them record their answers in point form on the flip chart paper, large enough to read from a distance.

   a. When navigating, a person uses specific features to orient and guide their route of travel. If you were on the trek in the scenario, what navigation catching features would you expect to be difficult, if not impossible, to use because of the layer of snowfall?

   b. Have the cadets brainstorm for 10 minutes then have each group post their flip chart paper on the wall and present the work to the group. Have one cadet from each group explain how they think snow will affect each of their answers.

SAFETY

N/A.

CONFIRMATION OF TEACHING POINT 1

The cadets' participation in the activity will serve as the confirmation of this TP.

Teaching point 2 — **Discuss the Three Most Common Factors That Can Reduce Visibility**

Time: 10 min — Method: Interactive Lecture

VISIBILITY

Visibility is the range or possibility of vision as determined by the conditions of light and atmosphere. In winter, people will experience a loss of visibility in blizzard conditions and at night.

Darkness. Typically most people will not be navigating after dark, but may choose to in the event they need to make up time. On nights when the moon is not visible, surroundings become shadowless, the horizon and distant features blend into the darkness and the snow absorbs light. Navigating on an overcast night is very difficult – if not impossible.

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Blowing Snow. During this condition the wind picks up snow and whirls it about. The strength of the wind combined with snow creates a thick barrier that limits visibility.

Falling Snow. Falling snow can be so heavy at times that the milky colour of the air blends seamlessly into the equally milky and featureless snow-covered ground. If this occurs on terrain lacking trees or other vegetation, conditions of zero visibility occur. This condition is amplified with wind, creating a whiteout condition. During a whiteout in mountainous regions, a person may not be able to see sudden drop-offs.

CONFIRMATION OF TEACHING POINT 2

QUESTIONS

Q1. What are three common factors which reduce visibility ?

Q2. How does blowing snow affect visibility?

Q3. What can create a whiteout condition?

ANTICIPATED ANSWERS

A1. Three common factors that reduce visibility are darkness, blowing snow, and falling snow.

A2. Blowing snow affects visibility when the wind picks up snow and whirls it about. The strength of the wind combined with snow, creates a thick barrier that limits visibility.

A3. A whiteout condition can be caused by falling snow that is so heavy at times that the milky colour of the air blends seamlessly into the equally milky and featureless snow-covered ground.

Teaching point 3 **Identify Weather Conditions and Discuss Their Impacts on Navigation in the Winter**

Time: 10 min Method: Interactive Lecture

Wind. Wind combined with cold temperatures is a marriage of harsh elements that can make a navigation exercise uncomfortable. Wind transports moisture into a storm at the surface and aloft which allows the storm to intensify and continue unabated. As a result, wind impacts navigation by contributing to the development of ground blizzards, falling snow blizzards and whiteouts.

Fog. Fog occurs when the air is unable to hold any more moisture and is caused when the temperature reaches the dew point. During this weather condition, a milky white mist forms above the surface of the ground. Fog is common during early mornings as the sun rises and will not dissipate until the sun heats the surface of the earth, causing an increase in air temperature. Fog will affect navigation by restricting visibility and obscuring navigational features.

Snow. Snow is a type of precipitation in the form of crystalline water that falls from clouds. As snow falls, it accumulates on the ground. This accumulation over time will affect navigation by:

- covering well-defined paths and routes; and
- reducing visibility during snowfall.

Ground Blizzards. Ground blizzards occur when the wind is strong enough to pick up snow from open surfaces and whirl it through the air causing blinding conditions. Typically, such ground blizzards occupy the air to a height of 9–12 m (30–40 feet). It is actually possible to look straight up and see perfectly clear, blue sky overhead.

Ground blizzards can negatively affect navigation by:

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- reducing visibility to the point that you may be able to see only from 100 metres ahead.
- reducing the visibility of prominent landmarks or features visible to effectively determine position and direction through map orientation; and
- forcing the navigator to be more cautious and vigilant when map reading. The concentration required because of these conditions reduces speed and increases travel time.

Falling Snow Blizzards. Falling snow blizzards occur when a considerable amount of snow is falling. It can be so heavy at times that the milky colour of the air blends seamlessly into the equally milky and featureless snow-covered ground. This condition is amplified with wind and creates whiteout conditions.

Falling snow blizzards can negatively affect navigation by:

- creating dangerous situations of very poor visibility, to the point that one may be able to see only metres ahead of oneself;
- making it impossible to see surrounding prominent landmarks or features for navigation. A GPS or compass is all that can be relied upon; and
- forcing the navigator to be more cautious and vigilant when map reading. The concentration required because of these conditions reduces speed and increases travel time exponentially.

Whiteouts. Whiteouts are weather conditions of heavy, wind-driven snowstorms that obliterate all natural landmarks and are not uncommon in the mountains. Visibility and vegetation contrasts are severely reduced by snow and diffused lighting caused from an overcast cloud layer.

Whiteouts can negatively affect navigation by:

- creating dangerous situations of very poor visibility, to the point that one may be able to see only metres ahead of oneself;
- making it impossible to see surrounding prominent landmarks or features for navigation. A GPS or compass is all that can be relied upon; and
- forcing the navigator to be more cautious and vigilant when map reading. The concentration required because of these conditions reduces speed and increases travel time exponentially.

CONFIRMATION OF TEACHING POINT 3

QUESTIONS

Q1. What is a ground blizzard and how will it impact navigation?

Q2. What causes a whiteout?

Q3. How will wind impact navigation?

ANTICIPATED ANSWERS

A1. A ground blizzard is wind that is strong enough to pick up snow from open surfaces and whirl it through the air causing blinding conditions. Typically, such ground blizzards occupy the air to a height of 9–12 m (30–40 feet). Ground blizzards can negatively affect navigation by:

- reducing visibility to the point that one may be able to see only 100 m ahead of oneself;
- reducing the visibility of prominent landmarks or features that are used to determine position and direction through map orientation; and
- forcing the navigator to be more cautious and vigilant when map reading. The concentration required because of these conditions reduces speed and increases travel time.

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A2. A whiteout is caused by weather conditions of heavy, wind-driven snowstorms, obliterating all natural landmarks. Visibility and contrast are severely reduced by snow and diffused lighting from an overcast cloud layer.

A3. Wind impacts navigation by contributing to the development of blizzards, falling snow blizzards and whiteouts.

Teaching point 4 **Discuss the Application of Individual Navigation Skills in the Winter**

Time: 20 min Method: Group Discussion

BACKGROUND KNOWLEDGE

USING A TOPOGRAPHICAL MAP

Winter conditions mask, distort and blend together many prominent features a navigator would use to orient a map. When navigating during winter conditions, a navigator will have to look beyond the simple easy to find features such as the trail ahead, a stream running nearby, or the cluster of boulders up ahead. All of these features are either covered by snow or have blended in with their surroundings making them indistinguishable. The features that can be used are:

- the mountains in the distance (contour lines),
- large bodies of water (open areas that are covered in ice),
- ridge lines,
- visible archways of known paths, and
- definable vegetation changes (open fields that change into forest).

When orienting the map, the navigator will now have to look beyond the immediate surroundings and view the distant landscape for identifiable features.

IDENTIFYING OBJECTS ON THE GROUND WITH OBJECTS ON THE MAP

Winter conditions distort navigation features. A well-defined island in a lake in the summer may blend into the background and look like the mainland in the winter. Seen from a distance, a bunch of small islands blend together and look like part of the mainland or like a big island that does not appear on the map.

In such situations where features become tricky to identify, good habits will help. For complicated areas full of bewildering features, keep checking position and progress by lining up, isolating, and checking ground features with the map. Predict what should come next; if the predictions are wrong stop and locate position.

TAKING BEARINGS

Before heading across a large body of frozen water, an open field, a valley or thick brush, take a bearing to the next checkpoint or destination from the current known position. Do this even in clear weather, whenever it is possible to support the direction of travel. If the winds build while crossing an open area or the weather changes, a group may become disoriented.

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Taking a bearing before making the journey across a valley will ensure the person reaches their desired destination. If a person becomes disoriented because of a sudden change in weather conditions, attempting to take a bearing on something they almost see will not work if they cannot identify where they are.

Aiming Off. Aiming off is a method to ensure the navigator will not get disoriented or lost by planning a deliberate error in direction.

When taking a bearing, the navigator identifies the desired destination (eg, a path at the end of a wide open field) and selects a point to shoot the bearing a few degrees left or right of the path. If a navigator shoots a bearing directly to the desired destination (the path at the end of a wide open field) and follows the bearing under conditions of poor visibility and the navigator travels off course just slightly, the navigator upon arrival at the end of the field will be in a position that is unknown. Trying to identify what side of the path they are on will be impossible and a guess will have to be made.

If the navigator follows the bearing directly to a point left of the desired destination, the navigator knows where the location of the path is (to the right of the current location). Aiming off is used when the navigator will lose site of the final destination or sudden loss of visibility is expected because of weather. The navigator, even if some error is made during travel, can be assured to travel one direction to find the desired destination (path, trail, road way etc).

PACING

The pace counting method (pacing) is used for measuring a given distance by counting every other step. Two steps equal one pace. Pacing is a very important skill in navigation as each person has a different pace and needs to establish their pace before it can become a useful measurement tool. Pacing varies between individuals as it uses a natural stride – an average adult will pace about 60 to 70 paces in 100 m.

While navigating over snow-covered terrain, use pacing to help track distances covered. To determine an individual pace similar to summer treks, practice taking uniform, comfortable steps over a measured snow-covered distance (100 m) counting every second step of the dominant foot. Do this three to five times to get an average. This will be the individual's pace number and should be remembered.

PLANNING A ROUTE

To plan a route during the winter, the navigator must consider the changes winter brings. Speed of travel, prominent features, and desired shelter all change. Routes will change; even arriving at the starting point may change. Consider the following:

- Where is the destination?
- How much snow has fallen and accumulated on the route?
- What are the snow conditions?
- Is it a defined well-travelled path?
- Is the path groomed?
- Will the route have readily identifiable navigational features (lakes, mountains, valleys, etc)?
- What is the weather forecast?
- Is the distance to the destination a possible goal considering the conditions?
- What is the skill level of the group?
- What is the mode of travel (foot, skis or snowshoe)?

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- What will be the anticipated travelling speed of the group?
- Are there shelter options along the route in case of a storm?

ENFORCING GROUP TRAVEL TECHNIQUES

Travelling on a clear day, maintaining direction and staying within sight of party members is simple. However, consider walking across a 5-km (3-mile) stretch of an open lake in a blizzard with only a few metres of vibisility, and trying to maintain direction without getting lost or losing sight of party members. This can be very difficult; however, the following practices can make such a trek a little easier:

- **Staying Within Sight of Each Other.** In a well-led, considerate group, members will adjust their pace to the slowest member. If caught in a storm, it is best to put the slowest person first in line. This way, normal stride and pacing will keep the group bunched up.
  Each person in line must be responsible to keep in sight, one person behind and one person ahead of them. No one should move until the last, or sweep, person is within sight of the second to last, and so on up the line. When each person is in sight of the next, the whole line can continue to move. Following this rule, the line functions even when visibility is so poor that each person can see only one person in each direction.
- **Assigning Numbers.** Groups travelling may find it more comforting to use numbers to identify each member in a group. Once the order is established, the person in the rear of the party is assigned the first number. This is sequentially followed to the lead person. At any time, any member of the group can call out for numbers and the group will number off starting with the rear person. Any numbers that are not accounted for indicates a missing person. The group can then stop and sort out the problem.
- **Taking Breaks as Required.** While trekking along a route, the leader can schedule routine rest stops. During these stops count the group members. This ensures all members are accounted for and provides time to address any issues.

GROUP DISCUSSION



TIPS FOR ANSWERING/FACILITATING DISCUSSION

- Establish ground rules for discussion, eg, everyone should listen respectfully; don't interrupt; only one person speaks at a time; no one's ideas should be made fun of; you can disagree with ideas but not with the person; try to understand others as much as you hope they understand you; etc.
- Sit the group in a circle, making sure all cadets can be seen by everyone else.
- Ask questions that will provoke thought; in other words avoid questions with yes or no answers.
- Manage time by ensuring the cadets stay on topic.
- Listen and respond in a way that indicates you have heard and understood the cadet. This can be done by paraphrasing their ideas.
- Give the cadets time to respond to your questions.
- Ensure every cadet has an opportunity to participate. One option is to go around the group and have each cadet answer the question with a short answer. Cadets must also have the option to pass if they wish.
- Additional questions should be prepared ahead of time.

SUGGESTED QUESTIONS

Q1. How would using a topographical map in the winter be different than in the summer?

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Q2. What features are more noticeable during winter months?

Q3. You come upon a open field that stretches 5 km (3 miles) long. Your destination is a small inlet along the vegetation line directly across the field. There are definable mountains all around that make orienting the map easy. There is light snow falling; visibility at the moment is good. If you were handed the map and asked to lead the group across the field to the inlet, how would you proceed across the field safely, to arrive at your destination?

Q4. How would pace be affected in the winter? How would you test your pace prior to leaving on a trek in the winter?

Q5. What are some techniques a group could use when in a storm to ensure members do not get separated from the group? What are some other methods you may have used?

ANTICIPATED ANSWERS

A1. Using a topographical map in the winter would be different because when orienting the map the navigator will now have to look beyond the immediate surroundings and view the distant landscape for identifiable features.

A2. The features that are more noticeable during winter months are:

- the mountains in the distance (contour lines),
- large bodies of water (open areas that are covered in ice),
- ridge lines,
- visible archways of known paths, and
- definable vegetation changes (open fields that change into forest).

A3. The safest method to navigate across the field would be to shoot a bearing aiming off to one side of the destination. Once arriving at the vegetation line, follow the edge opposite the direction you aimed off (left or right) to the destination. At any time, the winds could pick up and without a bearing you would not know what direction to travel.

A4. Pacing would be affected in winter by the different conditions of the terrain being covered. Snow conditions, depth and the personal equipment you are using will all affect pace.
To determine an individual pace similar to summer treks, practice taking uniform, comfortable steps over a measured snow-covered distance (100 m) counting every second step of the dominant foot. Do this three to five times to get an average. This will be the individual's pace number and should be remembered.

A5. The techniques that can be used to ensure no members get separated from the group are making sure members stay in sight of each other, assigning numbers and taking scheduled breaks.



Other questions and answers will develop throughout the group discussion. The group discussion should not be limited to only those suggested.



Reinforce those answers given and comments made during the group discussion, ensuring the teaching points have been covered.

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CONFIRMATION OF TEACHING POINT 4

The cadets' participation in the group discussion will serve as the confirmation of this TP.

Teaching point 5 **Conduct an Activity Where the Cadet Will Practice Navigating in the Winter**

Time: 60 min Method: Practical Activity

ACTIVITY

OBJECTIVE

The objective of this activity is to have the cadets practice navigating in the winter.

RESOURCES

- Topographical map (one per cadet),
- Magnetic compass (one per cadet), and
- Prepared navigation route.

ACTIVITY LAYOUT

The navigational activity must take place in an area with snow-covered surroundings away from most man-made features.

ACTIVITY INSTRUCTIONS

1. Provide each cadet with a topographical map and a compass.
2. Have cadets navigate a short predetermined route that crosses open terrain.
3. Have cadets practice aiming off of their destinations when trekking across the open area.
4. Have cadets practice group travel techniques.
5. Periodically stop cadets and have them orient their maps. Point out conflicting features and discrepancies between visual features compared to map based features. Identify the prominent features that will identify position.

SAFETY

First aid equipment and a device for communicating with base camp are to be carried in case of emergency.

END OF LESSON CONFIRMATION

The cadets' participation in the navigation activity will serve as the confirmation of this lesson.

CONCLUSION

HOMEWORK/READING/PRACTICE

N/A.

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METHOD OF EVALUATION

N/A.

CLOSING STATEMENT

Cadets who a participating in a trek in the winter may suddenly experience a rapid deterioration in weather conditions. Using winter navigational skills can ensure the group remains on course and arrives safely at their destination.

INSTRUCTOR NOTES/REMARKS

Corps may choose to schedule and instruct only TPs 1–4.

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