

NATIONAL MILITIA STANDARDS

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11.0 EVACUATION AND MOBILIZATION SOP

An evacuation may become necessary for many reasons; including natural or manmade disasters, civil unrest, terrorism etc. If you wait until the last minute to evacuate; you will be caught up in the masses of panic stricken sheep who don't have a clue what to do. There may be rioting, looting and panic buying at the stores by the unprepared. Martial law will be declared with curfews, gas and food rationing, checkpoints and roadblocks. DO NOT get caught in this mess.

You must preplan for these events. You must have somewhere to retreat to set up in advance and must have a Primary route as well as 2 secondary routes planned.

Always keep your gear packed and ready to go. Keep the gas tank full at all times and have at least a 5 gallon can in reserve. Every vehicle must be equipped with a mobility kit.

Vehicle Mobility Kit:

- 2 Cans Fix A Flat plus a tire plug kit
- 1 Spare tire, jack and lug wrench
- 1 12 Volt compressor
- 1 Set of tire chains
- 1 Come along or winch
- 1 Chain saw
- 1 Each...axe / shovel
- 1 Bolt cutter
- 1 5 gallon can of gas
- 1 Each fuel and oil filter, 5 quarts oil
- 1 spare fan belts, headlight, fuses
- 1 Set basic tools
- 1 Fire extinguisher
- 1 Spotlight
- 1 Flashlight and spare batteries
- 1 10 -11 Meter SSB radio
- 1 200 channel scanner

EVAC ROUTES:

Prior reconnaissance is an absolute must. You will need a State Atlas and a USGS map of your Area of Operations. You need to plan out 3 routes in advance. The primary route should be the most direct possible. Avoid all interstates and major state highways. The alternate routes should be back roads as far off the beaten path as possible. When selecting a route; look for all choke points and possible ambush sites so that you wont be surprised when the time comes. Look for out of the way sites to pre-deploy supplies along the way. Once you have selected your routes; drive them night and day under various conditions. You must familiarize yourself with these routes and come to know them like the back of your hand. You must know them well enough to drive them without lights.

OPSEC AND CONVOY OPS:

The First step in preparing your evacuation plan is the predesignation of an initial rendezvous point. It should be centrally located and enroute to the designated area

of operations. Try to pick a high elevation that will provide a degree of cover and concealment. If the route is over 30 miles long, or passes through several small towns, then you must set up intermediate rally points, using the same criteria as before.

Second, the Order of March: First in line will be the lightest and least capable vehicle, carrying the forward security element. If the first vehicle crosses obstacles unassisted, then the rest of the convoy should have no problem. Second in line is the heaviest and most capable vehicle carrying tow lines, winch, chain saw, axes and other vehicle recovery and road clearing equipment. In the event of a stuck vehicle or road block, this equipment will be used to clear it. The forward security element will position itself for rapid deployment in the event of an ambush during clearing operations. Third and Fourth in line will be the supply vehicles and support personnel. Last in line will be the rear security element in a heavy 4WD, carrying equipment to create roadblocks.

Third, ON the march, maintain maximum safe interval between vehicles. Don't bunch up; particularly at obstacles or possible ambush points. Each vehicle should remain in sight and small arms range of the vehicle in front and behind it. Minimize exposure by maintaining the interval at temporary halts.

Fourth: Radio Communications must be maintained between vehicles. Use all COMSEC measures including the alternate brevity code. Make no on the air references to road or place names, landmarks etc. Do not engage in senseless chatter. Maintain radio silence as much as possible.

Fifth: Laager (disperse in a circle) all vehicles under camoflaue and concealment during any prolonged halt. Maintain light and noise discipline at all times. Both light and noise travel long distances at night in rural areas. Keep two sentries patrolling the circle in opposite directions. so they can keep watch on the laager and each other. Rotate sentries every 4 hours.