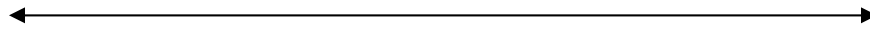




Fort Bragg Combat Training Center



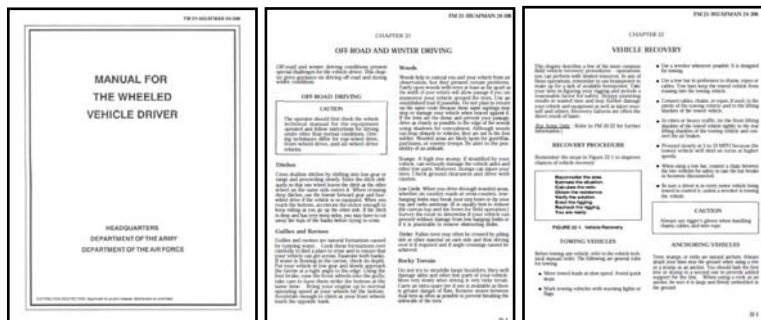
1-Day Tactical Off-Road Driving Course

On today's battlefields, American Warfighters are being asked to operate a wide variety military and non-standard vehicles in extreme terrains. If their vehicle becomes stuck or damaged, the sudden loss of mobility could make them vulnerable to an ambush.



Some popular off-road driving schools teach the mindset of “When in Doubt, Power Out”. That type of training is reckless and could cause the Warfighter to damage their vehicle while attempting to negotiate extreme terrain...turning it from an asset to a liability and possibly causing mission failure.

Our approach to this vital skill-set is to **“Sustain the Vehicle”** while utilizing it to accomplish the mission. The Army FM 21-305 *Manual for the Wheeled Vehicle Driver* promotes the same mind-set.



Gryphon's **1-Day Tactical Off-Road Driving Course** is in accordance with Chapter 21 & 22 of FM 21-305 and is designed to provide War-fighters with effective practical experience in extreme off-road environments.

It is comprised of 100% hands-on exercises that will stress universal techniques to negotiate or recover ANY vehicle in ANY environment.

This course is offered at Gryphon's new Fort Bragg Combat Training Center located on the Laurinburg-Maxton Airport just 20 minutes South-West of Fort Bragg North Carolina.

Now, Unit Commanders at Fort Bragg can get their Warfighters this tactical off-road driver training which is vital to their mission in a short highly effective format for a very low cost just 20 minutes south of the Base.



No logistical support is required from the Unit, Gryphon provides everything, including lunch.

The cost of the program is **\$495 per Soldier** which includes ALL instructors, student handouts, vehicles, fuel, equipment, vehicle maintenance, and lunch.

Participants will arrive NLT 0800 and will graduate by 1700. Lunch will be provided on-site to maximize training time. Call Pamela Lande, Vice President, at 321-242-9131 or email her at landep@gryphonsecurity.com for more details and to reserve your seats.

The key facets of Gryphon's *Tactical Off-Road Driving Course* that make it different than other courses in the industry are:

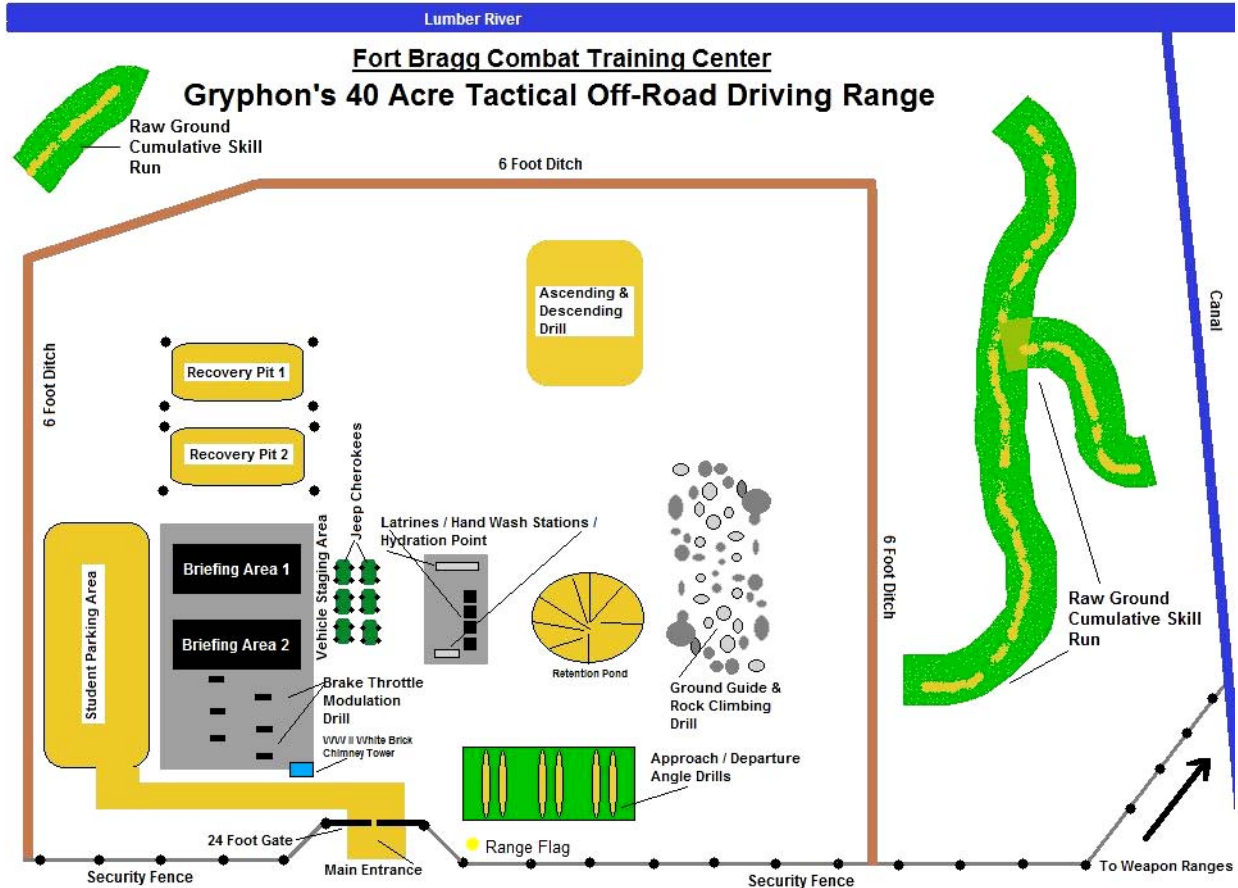
- First, Gryphon stresses the “Tactical” aspect of this skill-set. Off-road driving training for Warfighters cannot be like recreational mud bogging or off-road rally racing. “When in doubt, power out” is the common mind-set of many of the other Companies doing this type of training. Unfortunately, the Warfighters must avoid this attitude. Sustaining the vehicle while getting max performance is the priority, not doing reckless maneuvers that could down the vehicle. If a vehicle is damaged or rendered inoperable, it becomes a liability to the mission, not an asset. More importantly, if the vehicle becomes static it usually means that all the vehicles in the patrol become static until they remediate the problem, which means they become very vulnerable to attack. This scenario has been documented extensively in Iraq and Afghanistan.



- Second, Gryphon only teaches universal techniques and principles that can be easily applied to every type of vehicle the Warfighter may encounter. These techniques & principles do not change from vehicle platform to vehicle platform. Terrain Assessment and Route Selection is 90% of successful off-road terrain negotiation. The control features such as the suspension, steering linkages, tire contact areas, engine compression, brake efficiency, ground clearance, drive wheels, and chassis set have very little variance. Once the Operator learns the effect that each of these have on the vehicle in extreme terrain, he or she can apply universal techniques to get maximum performance while sustaining the vehicle.



- Third, Gryphon utilizes Jeep Cherokee vehicles that replicate the majority of vehicle handling properties and capabilities of most civilian SUVs, trucks, GMVs, and HMMWVs. The major benefit of this is the ability to easily acquire and repair these training vehicles while maintaining a very low price point which allows many more Warfighters to participate for the same amount of funds. HMMWVs and most GMVs, especially new models such as the GMV M1165 variant, are very costly to acquire on the civilian market and replacement parts are back ordered by months because of military demand. Another important aspect of utilizing Jeep Cherokees is that it is a less forgiving platform than the HMMWV or GMV. In an SUV, the Operator must do the technique correctly and at the right time in order to make it safely over the extreme terrain being negotiated. The HMMWV or GMV has a wider margin of error. If a War-fighter can perform the technique in an SUV, then the HMMWV will be no problem. But, if the Operator has trained primarily with the HMMWV or GMV, he or she may not necessarily be effective in a less forgiving vehicle such as the SUV or Pick-up Truck. Over the last 10 years, Gryphon Group has trained more than 9,000 Warfighters in tactical off-road driving. The feedback from these Units after deploying to combat has been that the training was extremely useful and easy to recall under stress. These combat after action reports have also validated Gryphon's approach to this mission essential skill-set and prepared them to negotiate or recover ANY vehicle in ANY environment.



Some of the fundamentals explored during this intense **1-Day Tactical Off-Road Driving Course** are:

- Off-Road Operations Vehicle Inspection
- Field Expedient Vehicle Repairs
- Brake Throttle Modulation
- Terrain Assessment and Approach Angle
- Ground Guide / Rock Climbing
- Ascending a Steep Slope
- Descending a Steep Slope
- Rut Judgment
- Recovery / Self Recovery Options

TECHNICAL DESCRIPTION

Off-Road Operations Vehicle Inspection: What you do BEFORE you negotiate extreme terrain is as important as what you do DURING. Each participant will conduct a detailed vehicle inspection on the critical systems engaged during off-road operations.

Field Expedient Vehicle Repairs: Repairing a vehicle during a cross country mission is a critical skill-set. Mobility is life. The longer you stay static, the more likely you will be ambushed. Each Operator will learn quick repair techniques that can be made quickly and simply. Of course, preventive maintenance is the key to avoiding these types of repairs.



Brake Throttle Modulation (BTM): BTM uses both the brake and the throttle pedals at the same time to temporarily establish all wheel traction. Most Sport Utility Vehicles and 4-Wheel Drive Trucks are capable of this emergency technique. Each student will become proficient at this technique and utilize it in realistic exercises.

Terrain Assessment and Approach Angles: Reading the terrain is one of the most important factors while operating in the off-road environments. The angle in which you approach an obstacle will determine how successful you will be when negotiating it and how much damage your vehicle may sustain. Each participant will learn and practice terrain assessment drills and angle of approach exercises.



Ground Guide / Rock Climbing: When descending steep slopes or extreme terrain, the use of a dismounted spotter can assist the driver in guiding vehicle through, over, and around obstacles. All students will conduct realistic hands-on drills on rocky slopes and over 3 to 4 ton granite boulders.

Ascending a Steep Slope: When confronted with a steep slope the driver must decide “do I need momentum or control?” A higher gear and speed will provide momentum but if the slope is



bumpy a higher speed will cause the wheels to lift, resulting in loss of traction. In this case a lower speed may be preferable. Climbing steep dunes requires a different approach where speed is the essence.

Descending a Steep Slope: The trick is to use the compression of the engine to slow the vehicle down to preserve the brakes. Compression Braking will allow all the drive wheels to brake simultaneously which will eliminate the risk of the wheels locking and a slide resulting. The brakes should be preserved for the most severe slopes. Each participant will conduct numerous hands-on exercises incorporating descending techniques.

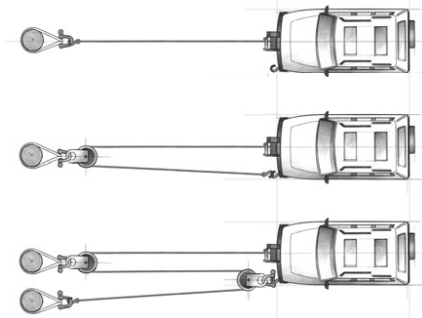
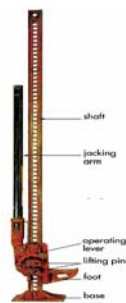


Rut Judgment: Deep parallel ruts should be negotiated with one wheel in and one wheel out. If you allow both sides to drop into the rut the chassis may bottom out and progress could be halted. This would mean a great deal of digging to clear the underside of the vehicle to put the vehicle's weight back onto its wheels again.

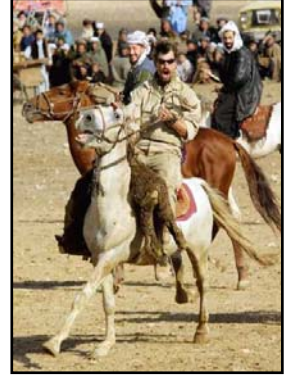
Recovery / Self Recovery Options: Each student will have a working knowledge of the nomenclature, cycle operation, and safety considerations for the minimum recovery gear required to assist in the mobility of any HMMWV, GMV, Sport Utility Vehicle, or 4-Wheel Drive Truck.

This will include:

- ✓ How environment regulates movement--sand, mud, snow, water, rocks, trees, etc.
- ✓ Use of personnel to successfully complete travel requirements--driver, spotter, security.
- ✓ Do not exceed ability of terrain, ability of vehicle, and operator's ability.
- ✓ Use of kinetic line to store and transfer energy to assist recovery of stuck vehicle.
- ✓ Snatch Ropes
- ✓ High Lift Jack
- ✓ Air Jack
- ✓ Spade and Shovel
- ✓ Ground Anchor
- ✓ Clevis (Shackle)
- ✓ Ratchet Winch
- ✓ Double-Line Pull
- ✓ Snatch Block
- ✓ Winching



Tactical Off-Road Driving Cumulative Skills Run: Practical application of skill sets. Contiguous run involving terrain assessment, ascending slopes, descending slopes, speed control over terrain, brake throttle modulation, compression braking, traction control, rut and bump judgment, tire placement, self recovery, weight distribution, gear storage, ground guiding, tandem movement, kinetic line assist, static line assist.



Gryphon’s Training Solutions Program: Under this Program, a Unit may customize any Gryphon Group Training Program. This **1-Day Tactical Off-Road Driving Course** can be customized by adding additional equipment organic to the Unit or by adding additional days to the Course for practical application exercises and additional Cumulative Skills Runs.

GRYPHON GROUP WILL SUPPLY:



- Gryphon Senior Instructors and Instructors
- Student Handouts
- Self Recovery Equipment and Devices
- Jeep Cherokee 4WD SUVs
- Fuel, Tires, and Replacement Parts
- Lunch & Hydration
- Gryphon Master Mechanics
- Certificate of Completion

***All students must have a valid driver’s license.**