

Major Haywood

Route 611

But the 611, you know, was absolutely key in terms of, first of all it was the route that connected Inkerman back into Sangin and as a route, you know, you would place great importance on routes and the ability of both us to transit that route safely and of course the local population as well.

It's at best a hard compacted track still two way at some points one way at most. Marked either side, or invariably either side of that road would be high compound walls with compounds either side, which again offered threats because it was quite simple in a way for IEDs to be placed in compound walls for example and then detonated as vehicle or people went past and there's no way you can detect that. It had a number of culverts, there's a great deal of, of Green Zone and farming that operated around the 611 so there was a great deal of, of ditches that would cross under the 611 and therefore you would have concrete culverts. Again very easy in dead grounds if you had a determined insurgent to crawl inside that culvert, place an explosive charge and then simply wait for either packs or vehicles to be driving over that. And there were examples of Mastiffs that had mine strikes or IED strikes with those being placed in the culverts. So a very dangerous place. Lots of sort of undulating dead ground, very difficult to, to keep eyes on it.

And invariably the insurgents knew where the dead ground was, and I would say when we, when we, for example we did combat logistic patrols to re-supply Inkerman they got incredibly brave, almost cheeky where as soon as the convoy went past the insurgents knew that it was going to go up to Inkerman, re-supply Inkerman and then come back down the same route. They would almost within seconds strap an IED to a lamp post or something for example. Completely blatant but it wouldn't matter, it would still force the call signs to stop and conduct drills to deny that device.