

I am Salomon

APRIL 1961 ★ 9d

# SOLDIER



**"ASSAULT ON THE BREACH"**

(See pages 24-25)

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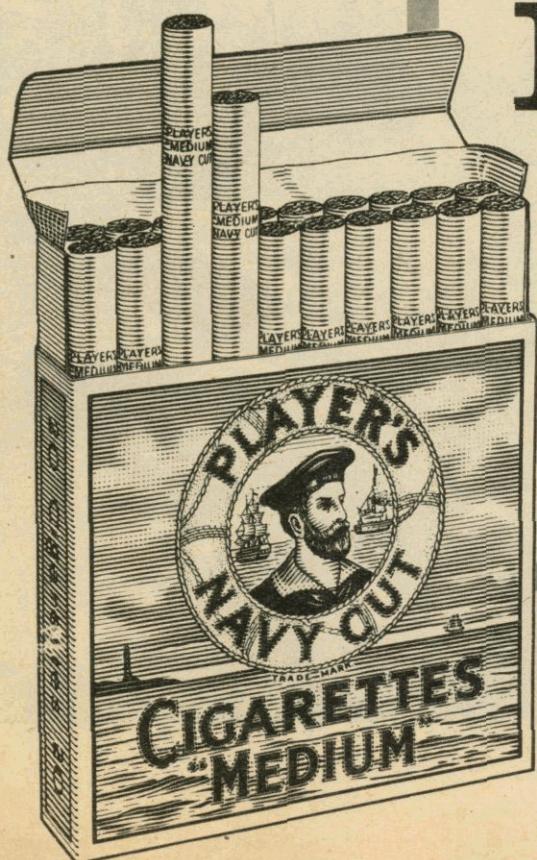
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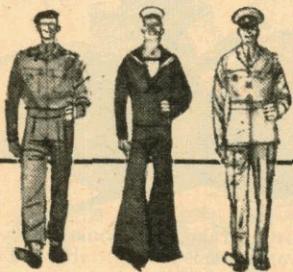
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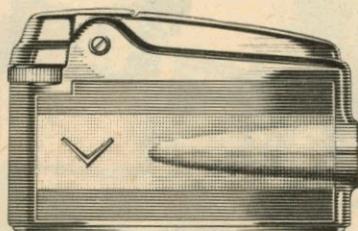


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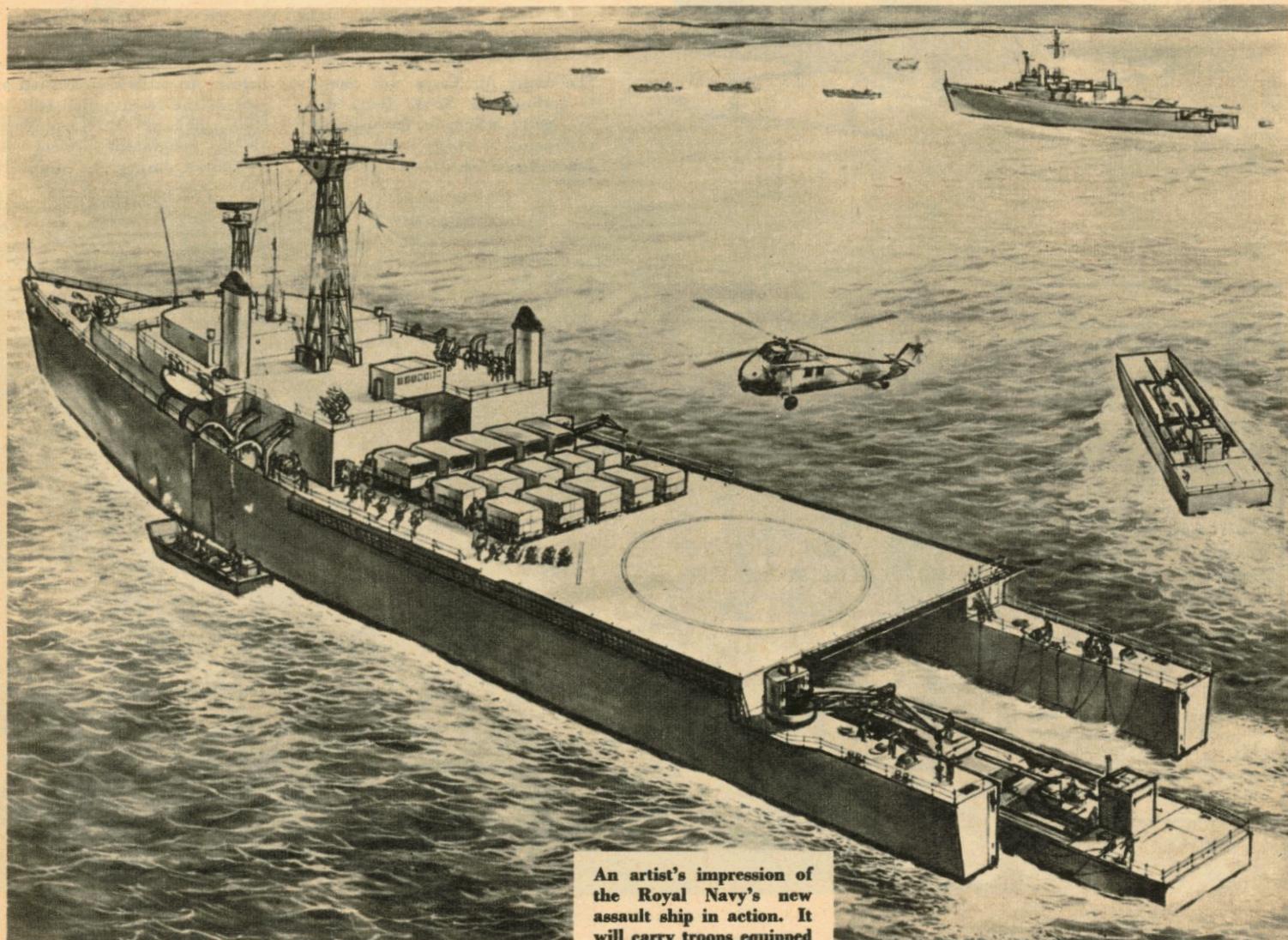
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An artist's impression of the Royal Navy's new assault ship in action. It will carry troops equipped with tanks, helicopters and landing craft launched by flooding the compartments of the parent ship and lowering it in the sea.

# SMALLER— BUT STRONGER AND SWIFTER

By this time next year the British Army will be only 198,700 strong—31,000 fewer than at present and the smallest Army since the 1930s.

But it will be a more mobile and a harder-hitting Army, equipped with more powerful weapons, ocean-going tank landing ships, more helicopters and light aircraft and better and longer-range communications.

And, in the not-too-distant future, it will have a new battle tank—the Chieftain, which will be superior to any other tank in the world; a more lethal Infantry mortar; a revolutionary type of assault bridge; 105-

OVER ...

**MORE FIRE-POWER AND GREATER MOBILITY—THESE ARE THE TOP PRIORITIES FOR THE ARMY AS IT RAPIDLY APPROACHES THE DAY WHEN ALL ITS SOLDIERS WILL BE REGULARS. THIS YEAR IT WILL GET MORE POWERFUL WEAPONS, NEW TANK LANDING SHIPS AND MORE AIRCRAFT—AND IT WILL ALSO BE BETTER CLOTHED AND HOUSED—AT HOME AND ABROAD—THAN EVER BEFORE**



## 02 SMALLER—BUT STRONGER AND SWIFTER

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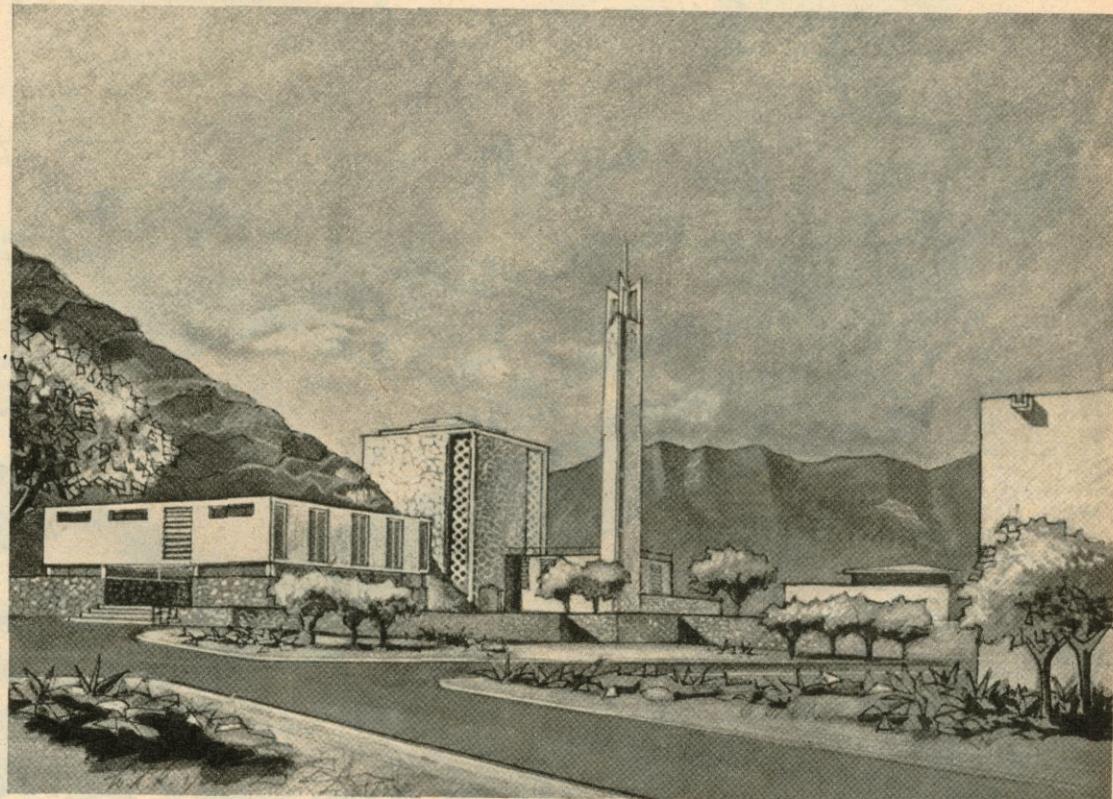
The Army Air Corps will soon be getting the *Scout* (left), a five-seater helicopter for use in all climates. It cruises at 100 knots and will carry a load of 15 cmts.

Below: An artist's impression of part of the town which will be built in the desert near Aden. Work on this imaginative project will be started during this summer.

The active strength of the Army on 1 January, 1961, was 246,028, including 6042 members of the Women's Services and 7220 boys.

The number of male officers totalled 23,208 and male other ranks 209,558, of whom 79,611 were National Servicemen and 6321 on short-service engagements.

By 1 April next year it is estimated that there will be 166,200 Regulars (officers, other ranks and boys), 26,500 National Servicemen and 6000 members of the Women's Royal Army Corps and Queen Alexandra's Royal Army Nursing Corps.



millimetre self-propelled guns to replace the 25-pounder and a new tracked armoured personnel carrier for the Infantry. A new surface-to-air guided weapon similar to the *Thunderbird*, new infra-red equipment and ultra high-frequency combat radio sets are also being developed.

As the Army's striking power becomes greater so, too, will its ability to deal quickly and effectively with emergencies in any part of the world. The Royal Air Force is to expand its fleet of troop-carrying aircraft and the Royal Navy will build within the next five years 11,000-ton assault ships which, carrying troops, guns, tanks, helicopters and assault craft, will patrol the coasts in areas where trouble is likely to break out.

There is good news, too, on the building front. In the coming year more than £46,000,000 is to be spent on works services, most of it to provide new barracks and married quarters at home and overseas and including a new Army town to be carved out of the desert near Aden.

The soldier will also be better dressed, for more than half the troops will receive the new "officer-style" Service dress and a rain-coat this year and all other ranks will be given a suitcase to use on leave instead of the kit-

bag. It is understood that all troops will have one suit of Service dress by 1963 and their second suit by 1965.

Announcing this cheerful news for the future in his memorandum to the Army Estimates, the War Minister, Mr. John Profumo, emphasised that fire-power and mobility must be increased if its many and varied commitments are to be met by the smaller all-Regular Army which would also have to be trained to a higher state of readiness than ever before.

Other details announced by the War Minister were:

### FIRE-POWER

The deployment of *Honest John* missiles in Rhine Army will be completed and a new forward area radar for locating hostile mortar positions will be brought into service. The new FN general-purpose machine-gun to replace the Vickers and the Bren will complete its trials and production will begin this year.

### MOBILITY

Deliveries of the air-portable Italian 105-mm howitzer and the *Malkara* anti-tank guided weapon will continue and improved types of bridging and engineering plant will come into service. The Army Air Corps will

be getting the *Scout* helicopter, *Beaver* light aircraft and a small number of French *Alouette* helicopters and the Gunners will be re-equipped with the wheeled armoured command post. Trials will also begin of the Gillois Bridge (a series of amphibious pontoons each with a portion of bridge decking) and of the first of the new 5000-ton tank landing ships, which will be manned by the Merchant Navy and in peacetime used for ferrying military stores.

### TRAINING

There will be more training overseas for troops in Britain and exercises are planned for units of the Strategic Reserve in Europe, North Africa and Kenya.

Adventure training, introduced to develop character and leadership, has been remarkably successful and it will continue. As an experiment, the Army will this year provide volunteer instructors at civil youth camps.

### RECRUITING

Regular recruiting in the past year was disappointing but the percentage of men enlisting for nine years has risen steadily and more National Servicemen are becoming Regulars.

The enlistment procedure is being streamlined and the standard of recruiting and



**It will cost the taxpayer £500,700,100 to pay for the Army this year—£25,149,990 more than last year and the largest sum ever in peacetime.**

The largest single item is £133,170,000 for pay and allowances (£3,029,990 more than last year, partly due to the end of Western Germany's contribution towards the local costs of Rhine Army). Next comes £108,310,000 in pay and allowances to civilians (£5,520,000 more than last year).

Other expenses include £71,400,000 for stores; £39,610,000 for supplies; £46,100,000 for works, buildings and lands; £27,650,000 for movements; £19,680,000 for the Reserve forces, Territorial Army and Cadet forces; and £6,790,000 for the War Office.



**Above:** A sergeant wearing the new "officer-type" Service dress, which all other ranks will have in the near future. He carries a suitcase, the kitbag's replacement.

**Right:** A pontoon of the new French amphibious Gillois bridge enters the water. Each pontoon carries decking hydraulically extended to fit to the next pontoon.



liaison staffs will be improved. Forty-six recruiting teams will be formed from most of the major Corps and all Infantry brigades and next summer all major units in Britain will spend a week or ten days on intensive recruiting activities. Television advertising will be extended.

#### **BARRACKS AND QUARTERS**

£46,100,000—nearly £11,000,000 more than last year—is to be spent on major works services, most of the money providing new barracks and married quarters.

In Britain, 12 of the 14 new brigade depots will be under construction and work will begin on 14 battalion or regimental barracks and barracks for static units of several Corps. About 2500 married quarters are now being built and a further 4000 are planned. By this summer married quarters at home should reach a completion rate of 1500 a year.

Big projects are scheduled for abroad. In the desert, 20 miles out of Aden, work will begin this summer on a new military town, complete with air-conditioned accommodation for married and single officers and men and their families, a church, cinema, shops and a sports ground. Air-conditioned barracks for an armoured car squadron and British troops serving with the Trucial Oman Scouts will also be built in the Persian Gulf.

In Rhine Army more flats built by German contractors will be hired and by March, 1962 some 3000 families will be housed in this way. More schools will be built and barracks improved.

Other projects include a 17-storey hospital, 400 married quarters for the Gurkhas, which will be ready for occupation during the year, and new barracks for two major units in Hong Kong. Barracks, working accommodation and a further 600 married quarters at Fort George, Malacca will also be completed in 1961-62 and a start will be made on a new Gurkha training depot in Singapore.

The Kahawa cantonment in Kenya for two Infantry battalions and their families will be completed by the summer of 1962 and another 155 married quarters and barracks for 500 men will be finished at Gilgil this year.

In Gibraltar's new military town, 28 flats will be completed this summer and work on a further 24 married quarters and a new Infantry barracks will begin. In Cyprus, new barracks for an Infantry battalion and a Signals regiment, more married quarters and schools are planned and in Libya barracks will be modernised and more quarters provided. More married quarters will also be built in Malta GC.

#### **WOMEN'S SERVICES**

More officers and other ranks are needed for both the Women's Royal Army Corps and Queen Alexandra's Royal Army Nursing Corps. The current rate of recruiting needs to be doubled to offset the losses caused by girls leaving to get married.

#### **AIR TROOPING**

More aircraft are being used for trooping and this year routine moves of complete units will be made by air. The troopship fleet will be reduced to three.

#### **CHILDREN'S EDUCATION**

There are 19,400 primary schoolchildren and 7500 secondary schoolchildren in Army schools overseas. Over the next few years it is expected that this total will increase by more than 4000.

#### **CLOTHING**

The first issues of the new Service dress will be made to staffs of depots and training establishments in Britain, the Royal Military Academy, Sandhurst, Mons Officer Cadet School and recruiting staffs, then to regiments and Corps in order of seniority and finally to junior leaders and apprentices. Other ranks in the Women's Services will also be getting new uniforms.

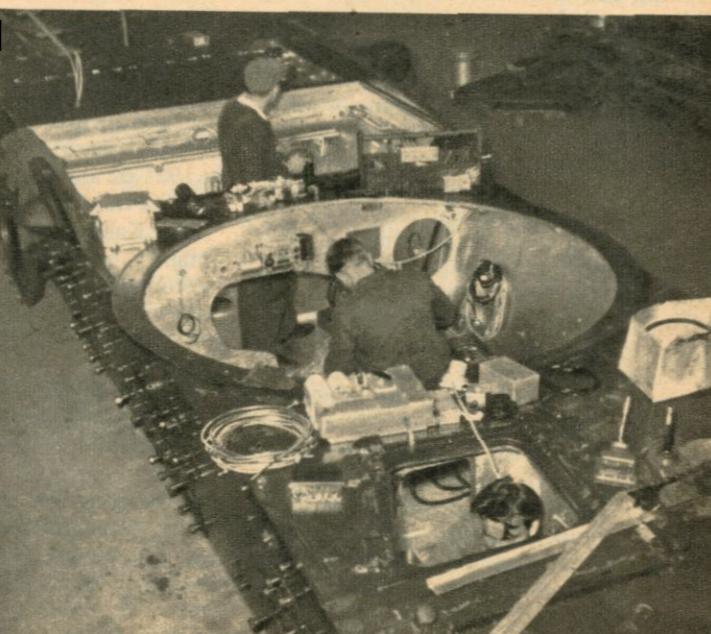


A bird's-eye view of 23 Base Workshop's gigantic shed where soft-skinned vehicles are dismantled, tested and made fit for the road again.

An acetylene welder goes to work on the hulk of a Saracen armoured personnel carrier, one of dozens overhauled at Wetter each month.



Fitters and engine technicians overhaul a dismantled Centurion tank during one of its seven stages on the continuous assembly line.



## THIS REME WORKSHOP SAVES MILLIONS

**I**N the former arms-manufacturing town of Wetter, which lies in a bend of the Ruhr river—the British Army is a highly popular institution.

Small wonder, for the immense 23 Base Workshop, Royal Electrical and Mechanical Engineers—it covers 48 acres—is the biggest employer of civilian labour in the town. Its wage bill is more than £1,000,000 a year.

No other Army establishment has a higher proportion of civilians on its staff. German employees number over 2000, compared with a British military staff of 47—19 officers and 28 warrant officers. There are nine other British staff, all civilians.

It is the largest REME workshop in the world and it overhauls or repairs all types of Army equipment, from binoculars to Centurion tanks. Its output is prodigious. In a typical year it overhauls thousands of assorted vehicles—tanks, armoured cars, most types of lorries, diesel and petrol engines, major assemblies, such as transmissions and gear boxes, field guns, Honest John rocket launchers, machine-guns, mortars and rifles, instruments of various kinds and radio equipment.

To achieve this, more than 100,000 different items have to be kept in stock, from tank engines down to the smallest screw for a radio set. Working conditions are comparable to the best that German industry can offer and three accountants of the Royal Army Pay Corps do continual costing, so that the return on labour and costs is comparable to the most competitive commercial concern.

In fact, 23 Base Workshop more than pays for its keep—to the tune of several million pounds a year—by saving costly equipment which would otherwise have to be replaced at vastly greater expense. Centurion tanks, for instance, cost about £50,000 each to make. At Wetter they are completely overhauled and made fit for another 3000 miles of life at a cost of only £5000.

Recently the Workshop completed the overhaul of its 1000th Centurion and, as SOLDIER went to press, the 30,000th wheeled vehicle was expected to arrive for treatment.

The Base Workshops has been at Wetter since 1945, operating in the early days from two requisitioned factory buildings, one of which was once the Harkort-Eicken Works, founded at the time of Waterloo and the first steel factory in Germany. It was here—in the same workshops where Centurions for Rhine Army are now overhauled—that in the 1820s Boulton and Watt's famous steam engines made in Birmingham and exported to Germany were assembled and

later copied. In World War Two the Harkort-Eicken Steel Works produced armour for the German Tiger tanks and the original rollers on which the steel plate used to travel are still to be seen—set in the floor of the Royal Army Ordnance Corps stores section. The factory was flooded to a depth of 17 feet when the Royal Air Force "Dambusters" smashed the nearby Mohne Dam in 1943.

One of the two requisitioned buildings has now been returned to the Germans and replaced by a superb new building which cost £1,500,000 and embodies all the latest refinements in equipment and machinery. Most of the work done here involves overhauling vehicles and technical stores, stripping, checking and cleaning, reconditioning or replacing spare parts and then re-assembling, testing and repainting.

Overhauling Centurion tanks—in seven stages—is the biggest job. Many are serviced at the same time on the same production line and it takes only 46 days to make an old tank like new.

Five hundred skilled Germans work in this shop, 18 of them on the assembly line. First, the tanks are taken to pieces and the engines removed, inspected and overhauled. The turret is lifted off by crane (most of the crane operators are German women), the gun dismounted, the tracks removed and the turret stripped of paint.

Sometimes there is "up-gunning"—replacing the old gun by one of heavier calibre—and the guns are sight tested. The gunless hulk is then given a gruelling short run on the testing track, the gun is added to the hulk and the tank returns to the track for the severest test of all—a full-speed trial 20



This is a job for a very steady hand. An expert files the scores of cogs on a Centurion turret ring, which is held in position by a giant clamp.

times round the track, a distance of five miles.

Morale at the Workshop is high and relations between the military and civilian staffs excellent. "For one thing," Colonel J. Meyrick Neilson, REME, the Commanding Officer, told SOLDIER, "we have a system of incentives to encourage the worker and a strong work-study section, which is constantly on the lookout for more efficient methods of planning and production. Everything we do is subject to the same financial control that industry imposes. We run an apprentice school for 80 pupils, and periodically hold a party and prize-giving. We've a good tennis court and the Nuffield Trust recently gave us the money to buy two boats, which the British staff are constructing from 'do-it-yourself' kits."

Colonel Neilson recently left to take up his appointment as DDEME of 1 (British) Corps, and has been succeeded as Commander of 23 Base Workshops by Colonel F. C. Faulkner, REME.

A once worn-out Centurion tank, now like new, is put through a gruelling test on the speed track. If vehicles are not in perfect condition when they leave 23 Base Workshop they never will be.



## A TIME TO REMEMBER HEROES

Each year, on the anniversary of the Battle at Ramnuggar, the officers and senior ranks of the 14th/20th King's Royal Hussars drink, in the Sergeants' Mess, to the memory of the 14th Light Dragoons. The toast goes on until the last dregs are drained from the silver cup which a sister regiment presented in honour of those long-dead heroes

Right: The Colonel of the Regiment—Colonel R. J. Stephen—takes the first drink from the Ramnuggar Cup. Below: After the final drink, Sergeant Eric Hill—the junior member of the mess—lifts the Cup above his head, a custom the Regiment has followed for 112 years.



IT was a glittering spectacle and a time for remembering heroes.

In the flower-decked, gaily-lit Sergeants' Mess of the 14th/20th King's Hussars the magnificent blue mess dress of officers, warrant officers and non-commissioned officers of the Regiment mingled with the brilliant scarlet jackets of officers and senior ranks of the affiliated territorial Army regiment—The Duke of Lancaster's Own Yeomanry.

Suddenly, as the clock struck ten, the doors opened and in silence the handsome silver Ramnuggar Cup was borne aloft into the mess and filled with champagne. Then, amid cheers, Colonel R. J. Stephen, Colonel of the Regiment, lifted the cup to his lips, said, "To the heroes of Ramnuggar! May they never be forgotten!" and drank.

In turn each man in the mess took the cup and repeated the toast, three sergeants replenishing the trophy so that it was never empty until the last man had drunk.

Ramnuggar Day, which the 14th/20th King's Hussars, at Hohne, in Germany, was celebrating for the 112th time, ensures that the heroes of Ramnuggar will never be forgotten.

It was during the Second Sikh War, in India, that the 14th Light Dragoons (one of the two regiments from which the 14th/20th King's Hussars was formed) made its memorable charge at Ramnuggar on the River Chenab.

Under withering fire, two squadrons of the 14th Light Dragoons, led by Lieutenant-Colonel Havelock, and supported by the 5th Light Dragoons, routed a Sikh outpost. Then, seeing that many of the dry channels in the river bed were swarming with Sikhs, Havelock reformed his men for another charge, contrary to the orders of the Commander-in-Chief, Lord Gough.

Realising the danger, Brigadier Cureton (who had risen from the ranks and once served with the 14th Light Dragoons) went forward but was shot dead before he could deliver his warning.

Under murderous fire the 14th Light Dragoons charged a second time and a desperate mêlée took place on the sandy river bed. Though the Dragoons cut their way back to safety more than 40 of them were slain, among them Lieutenant-Colonel Havelock whose action was later described by Lord Gough as "headlong valour."

To commemorate this action the 5th Light Cavalry presented the Ramnuggar Cup to the 14th Light Dragoons and each year since then the anniversary of the battle has been celebrated with the drinking ceremony and a Regimental Parade and Ball.

This year, for the first time, the tradition that only officers and senior ranks of the 14th/20th drink from the cup was broken when The Duke of Lancaster's Own Yeomanry was invited to participate. The close link between the two regiments is



Above: The charge of the 14th Light Dragoons at Ramnuggar, led by Lieutenant-Colonel Havelock, who was killed. This painting hangs in the Officers' Mess.

strengthened by virtue of the fact that the 14th/20th King's Hussars is Lancashire's only Regular Army Cavalry regiment and draws its recruits from that county.

Ramnuggar Day at Hohne had been opened by a parade at which the Colonel of the Regiment presented Regimental Medals to the Quartermaster, Lieutenant R. Boulter, and to Armament Sergeant-Major J. W. C. Vickers, Royal Electrical and Mechanical Engineers. Sergeant V. Coles, who joined the Army as a band boy in 1923, and whose father served with the 20th Hussars, was presented with a bar to his Long Service and Good Conduct Medal.

The 14th/20th King's Hussars was formed from two famous regiments amalgamated in 1922. It received its present title in 1936. Among its many treasured relics is a silver chamber-pot—called "The Emperor"—once the property of Napoleon's brother, King Joseph. It was captured by the 14th in the rout after the Battle of Vittoria in the Peninsular War.

The Regimental cap badge is the Prussian Eagle. It is the crest of the Royal House of Prussia and was conferred on the 14th Light Dragoons in 1798 by Princess Frederika of Prussia, later Duchess of York. The Regimental collar badge—the royal cipher within the garter—was conferred on the 14th by William IV in 1832.

In World War Two the Regiment fought alongside the 2nd/6th Gurkha Rifles at the capture of Medicina, in Italy. To commemorate this and other close links with the Gurkhas, officers and men of the 14th/20th King's Hussars now wear the crossed kukris as a shoulder flash.

THE 14th/20th King's Hussars' Regimental Medal, instituted by Colonel E. D. Browne-Syng-Hutchinson VC, in 1909, is a reward to officers and men who conspicuously contribute to the military efficiency or honour of the Regiment.

It is in silver and bears the recipient's name on one side and the Prussian Eagle and Regimental battle honours on the other.

Since 1909 only 95 medals and three bars have been awarded.

Right: Major M. A. Urban-Smith with the silver "Emperor," once a royal chamber-pot, which the 14th Hussars captured from Napoleon's brother.

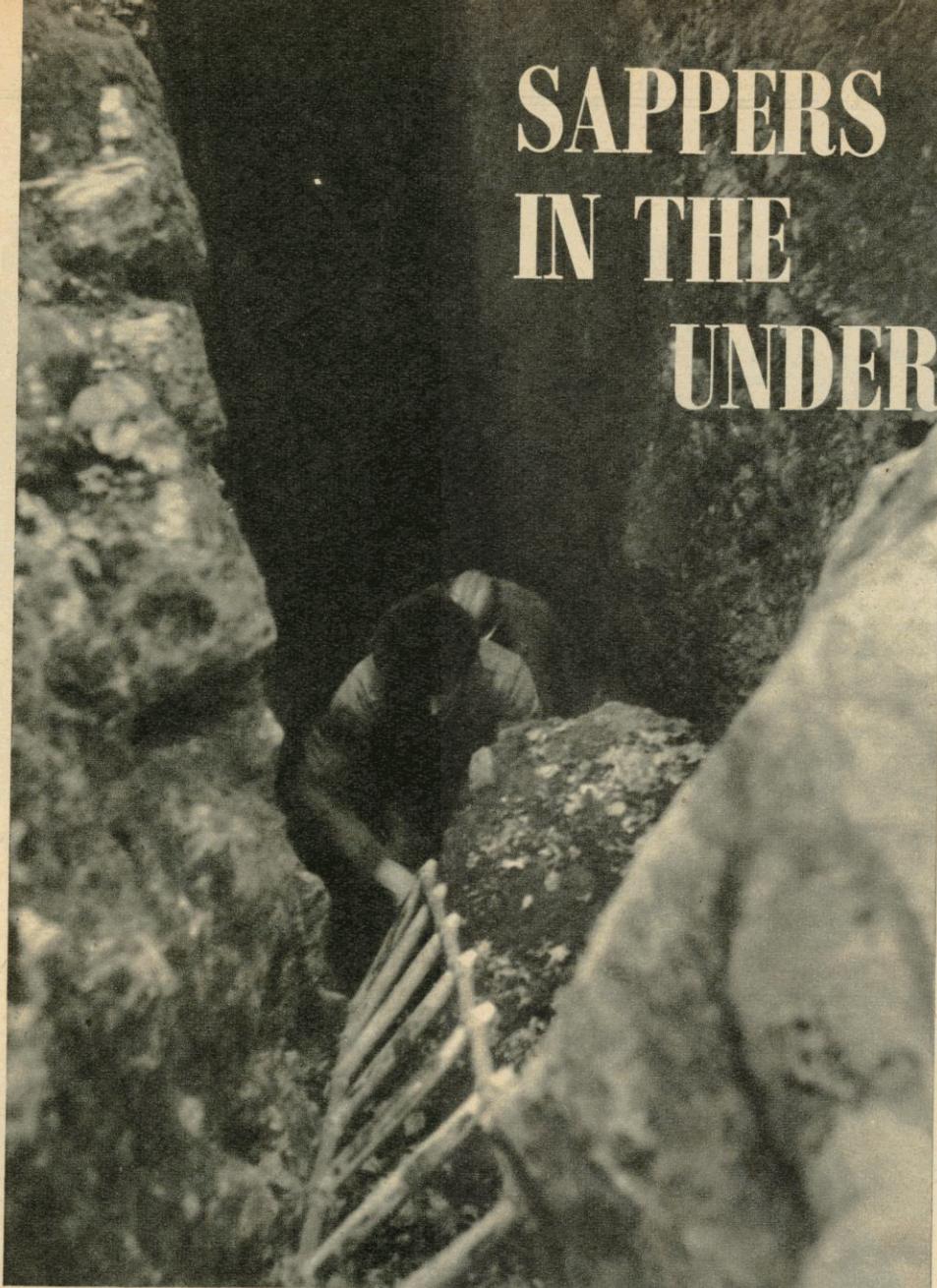


Below: Provost-Sergeant R. Wallace studies the Regimental stuffed eagle, crest of the Royal Household of Prussia in the 1780s. Note his silver eagle, now worn by all ranks of the Regiment.



# SAPPERS IN THE UNDERWORLD

RHINE ARMY REPORT: 3



Above: Between a fissure in the rock the Sapper pot-holers come up for air after spending hours in the labyrinth of the Warstein Caves. Note the rope ladder, an essential part of their equipment.



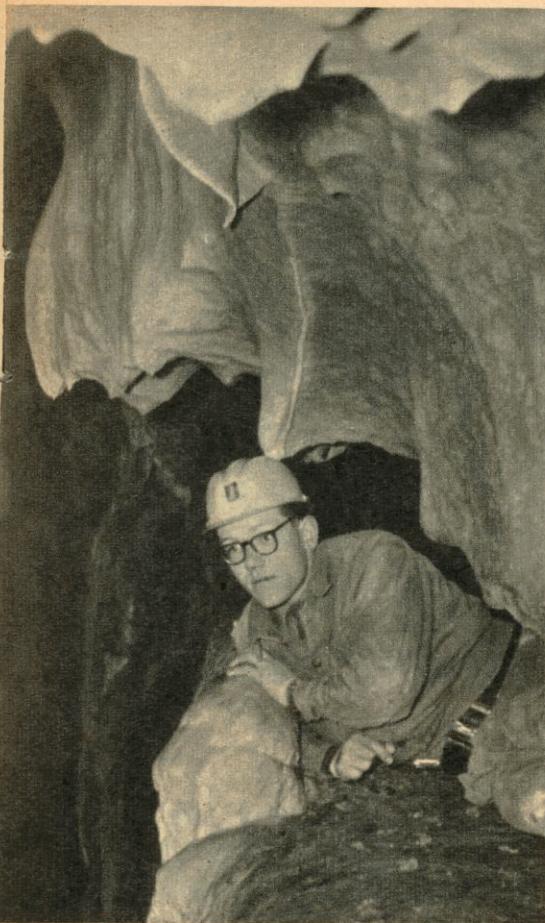
Right: Corporal Neal Henson, the founder of the Club, crawls on his stomach along a narrow passage-way 300-feet below ground. This is not the sport for you if you suffer from claustrophobia!

A GROUP of bedraggled Sappers, covered in slime and mud, slithered on their stomachs along a two-foot-wide tunnel, anchored their rope to a rock and lowered themselves through a tiny hole—to drop in the midst of a party of astonished German tourists being shown the wonders of Germany's famous Warstein Caves, near Lippstadt.

It was one of the lighter moments of an exhausting and hair-raising underground journey made by members of the 44 Field Park Squadron, Royal Engineers, Pot-Holing Club who, every week-end, explore one or other of the many eerie and uncharted caverns which lie below the surface of Germany.

The Sappers' Club—the only one of its type in Germany—was formed three years ago by Corporal Neal Henson, who had acquired a taste for speleology (the technical name for pot-holing) in Yorkshire. It now boasts 30 highly-accomplished members.

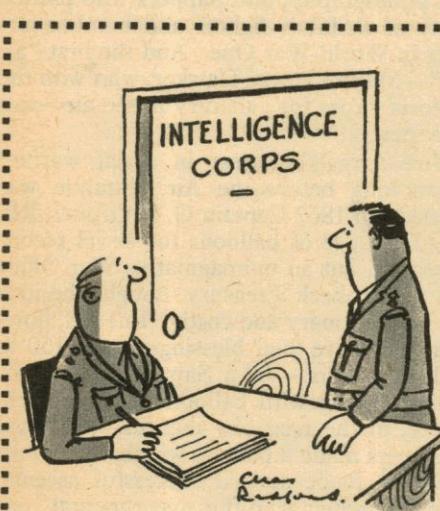
Apart from the Warstein area, which is honeycombed by many caves and passages, the Osterode district, near the East German border, has offered the Sappers' Club the most scope for their activities. Here, during the exploration of one cave, about half a mile



Admiring the fascinating rock structures in the Warstein Caves is Sapper Anthony Fairey, resting on the edge of a sheer underground cliff.

deep, two yellow and black salamanders, each about four inches long, were captured.

Pot-holing is an inexpensive sport, for the equipment is simple and cheap—metal helmets, torches, rope, matches and candles are all a speleologist needs. But the rewards are thrilling: breath-taking climbs into fantastic grottos and caverns, often clustered with stalactites and stalagmites which have taken millions of years to grow; discovering underground lakes and streams and seeing, perhaps before any other human being, the weird and age-old secrets of the underworld.



"This job is so secret that even I don't know what I'm doing."



Here is all that remained of 14,000 bottles of illicit liquor after the King's Own Border anti-smuggler patrol had done its work. But the natives (in the background) don't seem to object.

## A SMASHING TIME IN THE CAMEROONS



Taking time off while searching for smuggled goods, men of The King's Own Royal Border Regiment rest on one of the giant mahogany trees in which Obenigang abounds.

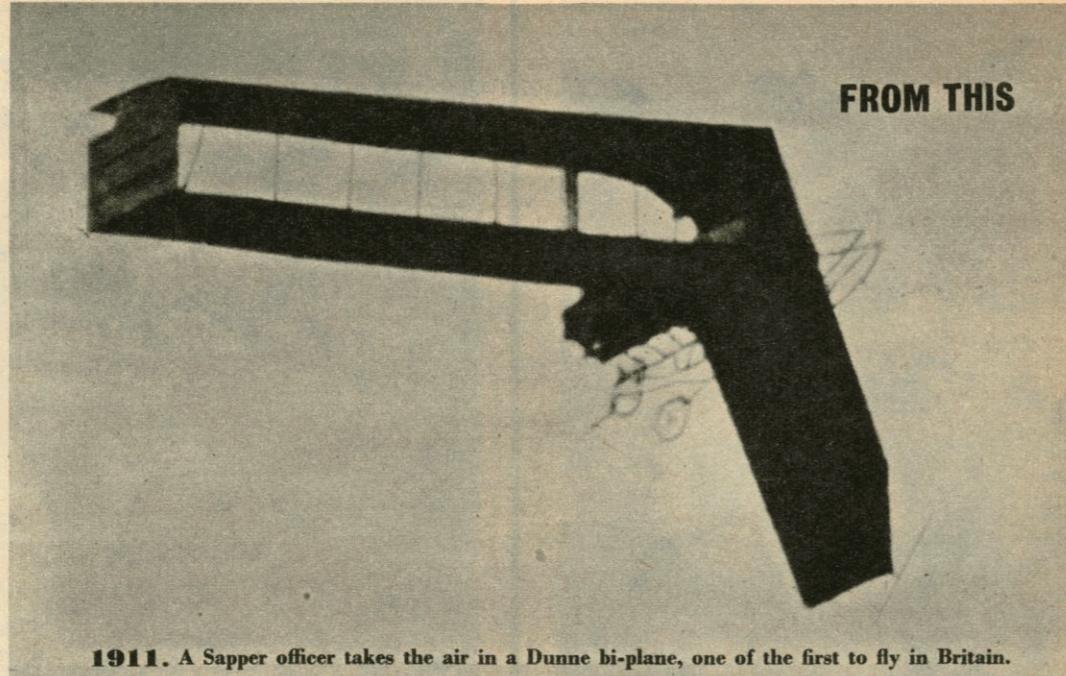
B RITISH troops watched impassively as a score of men with hammers and axes laid into a huge pile of crates, smashing every one of the 14,000 bottles of gin, brandy and palm wine.

It was all in the line of duty. "C" Company, The King's Own Royal Border Regiment—with Sappers of 59 Field Squadron, Royal Engineers, Signallers and men of the Royal Army Medical Corps and civil police—were on anti-smuggler patrol in the Southern Cameroons and the alcohol was part of their haul.

The operation—part of The King's Own Royal Border Force's task of keeping law and order while the inhabitants of the Southern Cameroons decide their future (SOLDIER, February)—began when the troops and police boarded four lighters at Bota and sailed through the night to the swamp-ridden Obenigang Peninsula where, for years, the local fishermen have done a roaring trade in smuggled goods. It was thought that arms were entering the country illegally through this area.

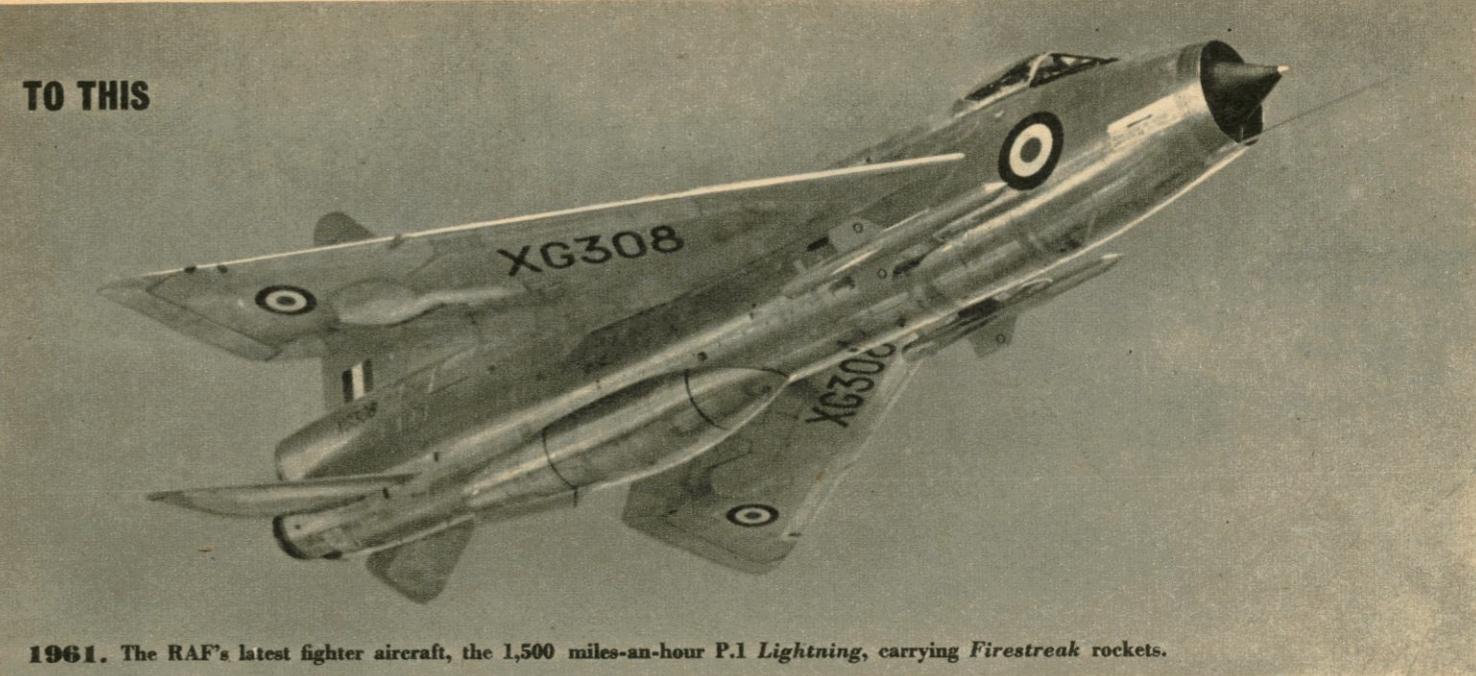
The troops landed at dawn, half of them cordoning off the Peninsula to prevent canoes and boats slipping away, while the police and the rest of the force searched the villages, bringing to light huge quantities of illicit alcohol, large quantities of smuggled drugs, tobacco and perfume—and, by mine detector, a miser's hoard of money hidden in the earth below his hut! Of the supposed hidden arms and ammunition, however, nothing was found except four 9-millimetre rounds!

*Today's Royal Air Force owes much to the achievements of the soldier pioneers who were among the first to design and fly "heavier-than-air" machines. Sappers, too, formed Britain's first air arm*



**1911.** A Sapper officer takes the air in a Dunne bi-plane, one of the first to fly in Britain.

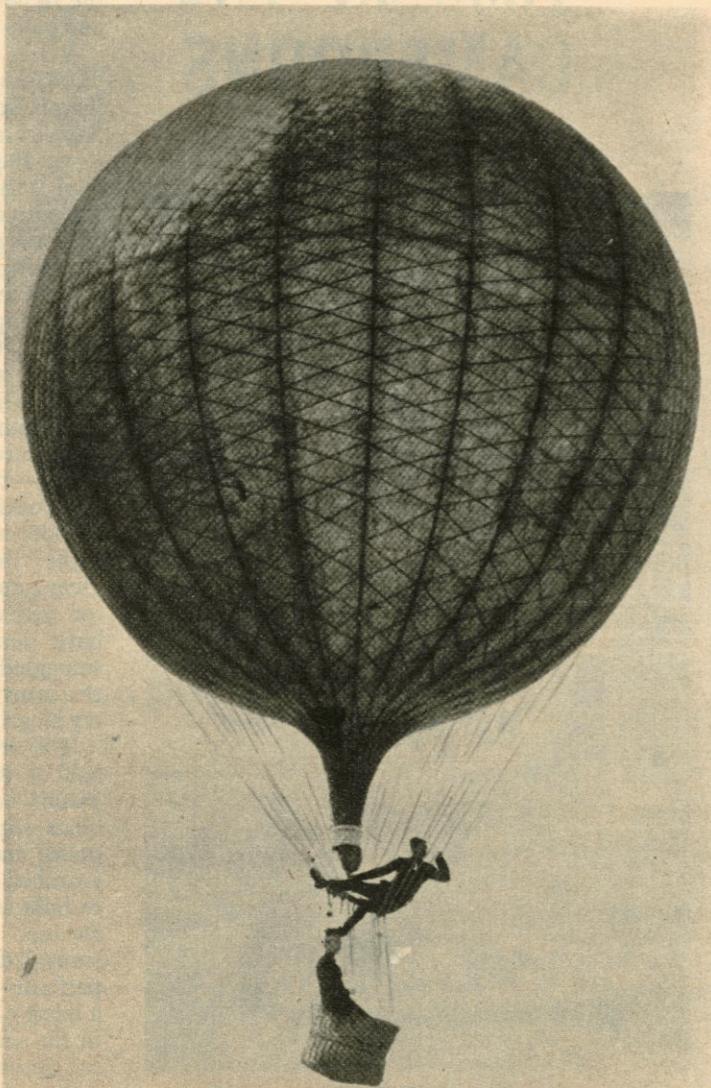
## FROM THIS



1961. The RAF's latest fighter aircraft, the 1,500 miles-an-hour P.1 *Lightning*, carrying *Firestreak* rockets.

## TO THIS

# It All Began



The man on the flying trapeze had nothing on the Army officers who experimented with Britain's first military reconnaissance balloons. This picture, taken in 1893, shows Lieutenant H. B. Jones, RE, precariously perched on the balloon's strings observing during Army manoeuvres.

ON the first day of April 50 years ago the Royal Engineers formed an organisation which, though it existed for only a few months, did much to revolutionise the art of warfare.

It was the Air Battalion, Royal Engineers, Britain's first air arm, from which sprang the Royal Air Force and the Fleet Air Arm.

The Sappers have fostered many far-reaching projects in the history of war but none more valuable than their contribution to aerial warfare.

It was a Sapper who persuaded the War Office to experiment with balloons for military reconnaissance; Sappers who built the Army's first airship; a civilian employed by the Royal Engineers who flew Britain's first military aircraft; Sappers who first experimented with aerial tactics, communication and photography; and Sappers who piloted many of Britain's fighter and bomber aircraft in World War One. And the first "air ace"—Major George Hawker, who won the Victoria Cross for gallantry in the air—was a Sapper.

The Army's interest in aerial warfare began long before the Air Battalion was formed. In 1862 Captain G. E. Grover, RE, urged the use of balloons for aerial reconnaissance, but an unimaginative War Office and a pinchbeck Treasury thought the idea too revolutionary and costly. In 1878, however, they gave their blessing—and £150 to build a balloon—to a Sapper scheme for experimenting with balloons at Woolwich. There, in the next few months, the Royal Engineers made a balloon which, filled with coal gas, made several successful ascents. The following year the experimental unit became the Balloon Equipment Store and, in 1882, the School of Ballooning at Chatham, as part of the School of Military Engineering.

# With The Sappers

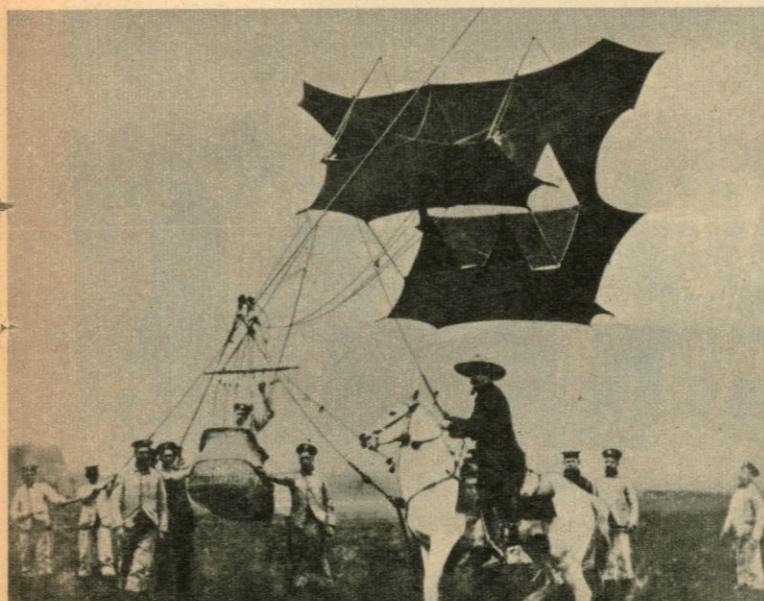
One of the pioneers was Captain J. L. B. Templer, of the Middlesex Militia (and later The King's Royal Rifle Corps) who (as Colonel) subsequently commanded the Army Balloon Factory and started military balloon training at Aldershot. He discovered the method of making balloons with goldbeater's skins (from the lower intestine of the ox) and began the building of the British Army's first airship—*Nulli Secundus*. This project was continued by Colonel Templer's successor at the Balloon Factory, Colonel J. E. Capper, RE, who, with Mr. S. F. Cody as co-pilot, took the airship on its first flight from Farnborough to London. They flew it round St. Paul's but, meeting strong headwinds, crashed in the grounds

of Crystal Palace. Later the Balloon Factory made several more airships which took part in military manoeuvres. Colonel (later Major-General Sir John) Capper died in 1955, aged 93.

Meanwhile, other enthusiasts were going ahead with experiments in man-lifting kites and "heavier-than-air" machines. The first of these was Samuel Franklin Cody—a picturesque cowboy from Texas who sported a beard and always wore a Stetson hat. In 1904 he was attached to the Balloon Factory where he built and demonstrated observation kites for the Army. In one of Cody's kites Lieutenant (later Brigadier) P. W. L. Broke-Smith, Royal Engineers, broke the world record by rising to 3000 feet.

The first Army officer to design and build a military aeroplane was Lieutenant J. W. Dunne, of The Wiltshire Regiment. He began to study the possibility of mechanical flight in 1900 when he was invalided home from the Boer War. He experimented with models of soaring gliders and showed one to Colonel John Winn, of the Royal Engineers' Balloon Committee, who was so impressed that he persuaded the War Office to allow Dunne to be attached to the Balloon Factory.

Here Lieutenant Dunne worked side by side with Cody, each perfecting his own experimental aircraft. Each named his machine "British Army Aeroplane No. 1." Cody's was a down-swept wing machine, nicknamed "The Cathedral," which was

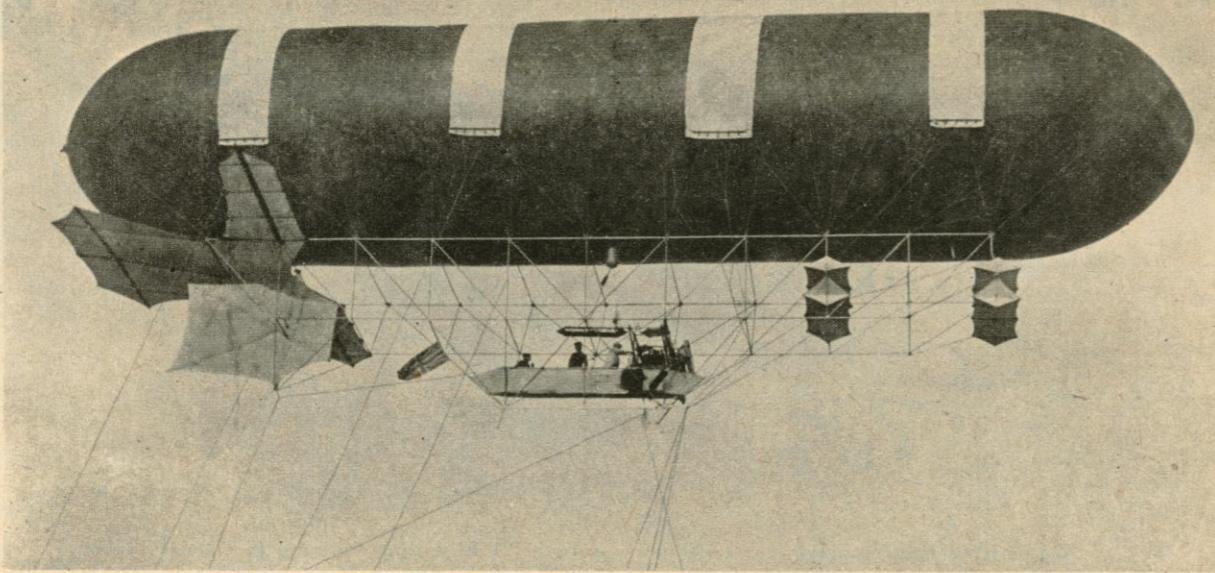


A naval officer takes off in a Cody man-lifting kite at Farnborough, in 1904. Cody, the first man in Britain to fly, is the man on the horse.



**Lieutenant-Colonel J. L. B. Templer** (second from right) supervises the testing of gas for Britain's first balloons at the Royal Engineers' Balloon Factory.

Britain's first military airship, the *Nulli Secundus*, in flight in 1907 on her record run from Farnborough to London, with a Sapper Colonel as the co-pilot.

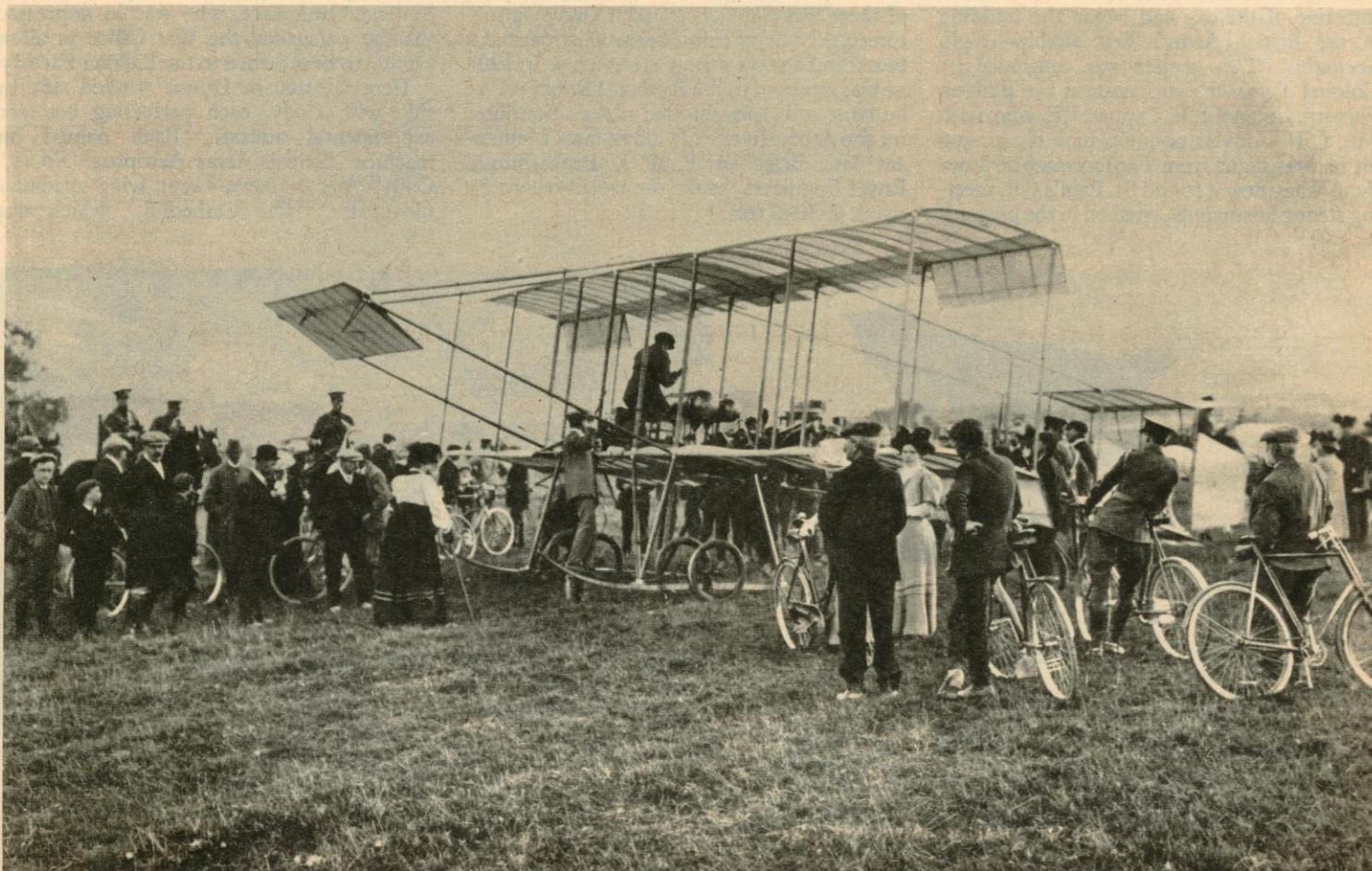


## continued from previous page It All Began With The Sappers

driven by the engine from the old *Nulli Secundus*. Its main spars and outriggers were of bamboo. Dunne's machine was a V-shaped bi-plane, powered by two 12-horse-power *Buchet* engines.

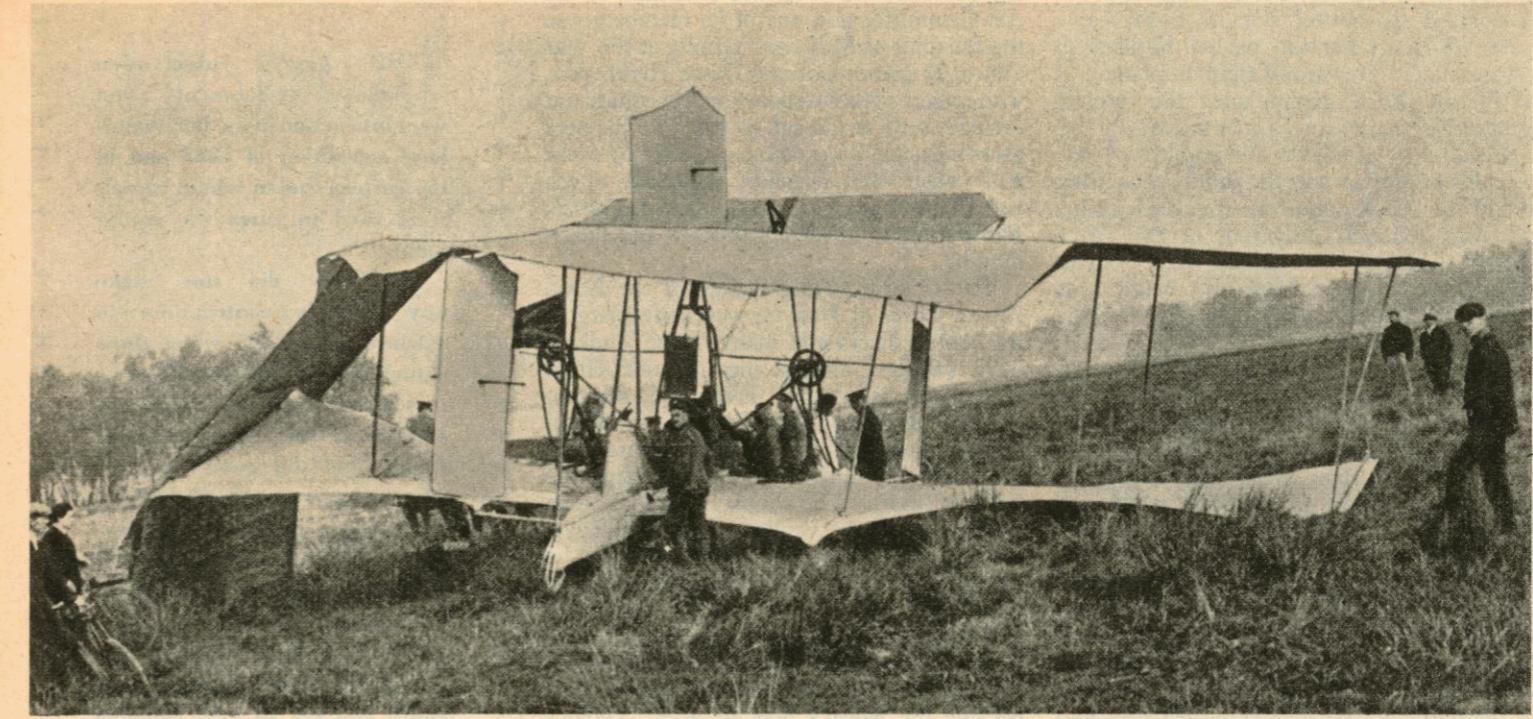
Cody was the first man to fly an aeroplane in Britain when, at Farnborough, on 16 October, 1908, he piloted his machine for 1390 feet at a height of about 30 feet, crashing and wrecking the plane at the end of his momentous achievement.

An historic moment. A Bristol boxkite bi-plane, being prepared for take-off during the Army's autumn manoeuvres on Salisbury Plain in 1910. This aircraft, which was piloted by Captain Bertram Dickson, is said to have been the first military aeroplane to fly successfully as a reconnaissance machine.



ally-assisted flight—a "hop" of some 40 yards. Later, Dunne himself piloted the machine for much longer distances.

In spite of these successes the War Office was not impressed, and when it learned that Cody and Dunne had together spent £2500 improving their machines, it ordered further experiments to be stopped and told the two men their services were no longer needed! This was at the time when Germany was spending £40,000 a year on military aviation. Not for the first time military progress was halted by lack of funds and lack of imagination.



This machine, piloted by Samuel Cody, made the first flight—lasting 27 seconds—in Britain. It is seen here after it had crashed at Farnborough.

But Dunne's work lived on. Machines of his design were flown until 1913 by a private syndicate, which included Colonel Capper, and some of his ideas in tail-less types of aircraft with swept-back wings are still in use today. Cody continued his experiments at his own expense and achieved success when he won first prize in the British military aeroplane trials in 1912 and his machine was purchased for the Royal Flying Corps. Tragically, Cody was killed in a flying acci-

dent in 1913. One of his greatest contributions to flying was his achievement in making Britain air-minded.

The War Office soon repented of its decision to halt work on aircraft and in 1910 ordered the Balloon School to include research into and training on aircraft in its syllabus.

Then, on 1 April, 1911, the Balloon School was re-formed as the Air Battalion, Royal Engineers—No. 1 (Airship) Company at

Farnborough to develop airships, man-lifting kites and balloons; No. 2 (Aeroplane) Company at Larkhill, to concentrate on heavier-than-air machines.

There was no doubt which was the more popular. For every volunteer to the Airship Company 40 applied to join the Aeroplane Company.

When the Air Battalion was formed it had no serviceable aircraft (all but two had been

OVER...



One of Britain's nine-machine air force in 1911: the Bleriot monoplane owned by Lieutenant R. A. Cammell, RE. At one time the force was down to two aircraft!



Officers of the Independent Air Force in France in 1918. The pilots were a mixture of Royal Navy, Army and Royal Air Force officers.

## THE FIRST AIR-RECCE

THE first military reconnaissance made by an aircraft in the field is believed to have taken place in Hyderabad in January, 1911, when General Sir Douglas Haig ordered the crew of a boxkite aeroplane to find the "enemy" troops during Army manoeuvres in India.

The aircraft—the pilot sitting on the leading edge of the lower plane and his feet on a rudder bar through which he looked between his knees into space, and the

observer behind with his legs round the pilot for support—took off at dawn.

The observer spotted the "enemy" 20 minutes later and the aircraft flew round the position for ten minutes while he sketched the company and section positions on an artist's drawing block! Forty-five minutes after the aircraft had taken off the reconnaissance report was in the hands of General Haig, who was said to have been "most impressed."

destroyed in crashes) but by August, 1911, it boasted six Bristol Boxkite bi-planes, a battered Henri Farman pusher bi-plane, a reconstructed Howard Wright bi-plane and a Bleriot XXL monoplane, the private property of one of the Sapper pilots!

Because of accidents the number of serviceable aircraft during the short but exciting life of the Air Battalion never exceeded nine and was generally only four or five. Few machines had any instruments apart from an engine revolution counter and height was judged with aneroid barometers, tied to the aircraft with string!

But in spite of these difficulties the Air Battalion contributed much to the art of flying and provided many trained pilots, observers and ground crew for the war that was to come. Many were later to achieve high rank in the Royal Air Force which was formed from the Royal Flying Corps in 1918.

The Army retained its close links with military aviation when the Royal Flying Corps—a separate air arm embracing soldiers, sailors and civilian recruits—was formed on 13 May, 1912, absorbing the Air Battalion, RE. Most of the officers and men of the Battalion transferred to the Corps and formed the Military Wing of 112 officers and 893 other ranks drawn mainly from the Royal Engineers and the Brigade of Guards.

In high places, too, the Army was concerned with aerial warfare. Lord Haldane,

the Secretary for War, was chairman of the Air Committee and one of its members was the Director of Military Training at the War Office, Brigadier-General David Henderson, who fought with Kitchener at Khartoum and learned to fly at the age of 49. The Sappers also built the Royal Flying Corps barracks and constructed airfields, aeroplane sheds and workshops at Larkhill, Montrose, Farnborough, Dover, Orfordness and Ports-mouth.

The Central Flying School of the Royal Flying Corps at Upavon was staffed largely by Army officers and many of the students were soldiers, among them Major Hugh Trenchard (later Lord Trenchard, the first Marshal of the Royal Air Force) of the Royal Scottish Rifles. Lord Trenchard probably did more than any other man to shape the modern RAF; yet he almost missed being an airman. When he applied to join the Royal Flying Corps—aged 49—he was told that he had only ten days in which to learn to fly. He did it in seven!

The lessons taught—and learned—by the Army stood the country in good stead when Britain went to war in 1914 and soldier pilots became the world's first air aces. Today's Royal Air Force owes much to the Military Wing of the Royal Flying Corps for its development of aerial strategy and tactics, radio, bomb-dropping and gunnery and co-operation with ground forces.

THE Army's observation balloon detachments first went into action in the Bechuanaland expedition of 1885 and in the eastern Sudan where camels were used to carry the equipment.

But they did not make any valuable contribution to warfare until 1899 when three detachments of the Royal Engineers Balloon Section (later increased to six) went to South Africa and did good work in reconnaissance and gun-spotting. Information obtained by observers in balloons played a vital part in the British advance on Paardeberg and the capture of Cronje, the Boer leader. One section was beleaguered in Ladysmith and for 30 days supplied valuable information on enemy troop movements.

## ★ SOLDIER HEROES OF THE AIR



Lieut. A. McLeod (18), was the youngest pilot in the RFC to win the VC. He joined the Canadian Army at the age of 14.



Maj. W. G. Barker, another Canadian who won the VC as a pilot in the Royal Flying Corps. He shot down 53 aircraft.



The fabulous "Billy" Bishop, later an air marshal—had 72 kills to his credit. He won the VC, DSO (twice), MC, DFC.

Of the 19 Victoria Crosses awarded for gallantry in the air in World War One eight were won by British Army officer pilots and two by Canadian Army officers.

The Army also provided the first air ace—Major George Hawker, a young Sapper officer who passed through the Central Flying School in 1914.

On 18 April, 1915, he took off in a BE 2c to bomb the Zeppelin hangar at Contrede, in Belgium, carrying three French bombs and a haversack full of hand-grenades balanced on his lap. When Hawker arrived over the target the observer of a manned kite balloon

opened fire, causing him to miss with his first two bombs. Hawker then turned to the balloon's blind side and lobbed two grenades on it, bringing it down in flames. He threw the remaining bomb at the hangar below and scored a direct hit. For this single-handed exploit he won the DSO.

Three months later, on 25 July, he shot down three German aircraft in a single action and was awarded the VC.

The man who shot down more enemy aircraft than any other pilot was also an Army officer—Major Edward Mannock—son of a Regular soldier in the Scots Greys, and who had served in the Royal Army Medical Corps

and the Royal Engineers. Although he had only one good eye he had 73 kills to his credit. He died in aerial combat in July, 1918, and won the VC posthumously.

Another famous soldier air ace was Lieutenant James McCudden VC, DSO and three bars, MC and two bars, MM, who was born in an Army barracks and joined the Royal Flying Corps as an NCO pilot from the General List.

Yet another was Albert Ball, a young subaltern in The Notts and Derby Regiment, who specialised in flying Allied agents into enemy territory and later, after transferring to a fighter squadron, brought down 43 enemy aircraft. He, too, was killed in combat.

Captain W. Leafe-Robinson, who won the VC for shooting down a German Zeppelin over Hertfordshire in September, 1916, was also a soldier, joining the Royal Flying Corps from The Worcestershire Regiment.

Three other British Army airmen who won the Victoria Cross were Captain L. W. Rees, Royal Artillery; Captain J. A. Liddell, Argyll and Sutherland Highlanders; and Lieutenant A. Jerrard, South Staffordshire Regiment.

The two outstanding Canadian airmen of World War One were also Army officers—Captain W. A. ("Billy") Bishop, of the Canadian Cavalry, and Major W. G. Barker, Canadian Mounted Rifles—both of whom won the Victoria Cross.

Bishop, who became an Air Marshal and Director of Recruiting in the Royal Canadian Air Force in World War Two, destroyed 72 enemy aircraft. Barker, who was killed during an action in which he shot down six German aircraft, had 53 kills to his credit.

Between them, Ball, Bishop, Mannock, McCudden, Barker and Captain Andrew McKeever, another Canadian Army officer, destroyed 329 enemy aircraft, and won five VCs, 14 DSOs, ten MCs and one MM.

# RAF (and RN) Ribbons On Khaki

**A**N officer of The Royal Inniskilling Fusiliers is the latest to join that select company of soldiers who wear the gallantry awards of one of the other two fighting Services.

He is Captain John Chandler—now an instructor at Sandhurst—who has been awarded the Air Force Cross for courage, skill and devotion to duty as a pilot with 656 Light Aircraft Squadron, Army Air Corps, in Malaya. The citation says that in nearly three years' service he obtained much valuable information about terrorist activities. "He often flew . . . 50 hours a month over remote and mountainous jungles in very adverse weather conditions."

Captain Chandler is the fourth Army officer to win the Air Force Cross since 1943. Three soldiers have also won the Air Force Medal since then.

During and since World War Two, soldiers have won both Royal Air Force and Royal Navy awards for bravery or devotion to duty in action and airmen and sailors have similarly been awarded each other's and the Army's gallantry medals.

The practice of a Service awarding decorations to members of another began in World War One when Royal Navy and Royal Marine officers became eligible to win the Military Cross ashore. A Naval doctor won the MC and bar.

It was not until World War Two—in 1943—however, that soldiers, sailors and airmen were able to win one another's medals for bravery. The first Distinguished Flying Crosses awarded to Army officers went to air observation pilots and, later in the war, to glider pilots.

Among the air observation pilots who won the DFC was Captain A. Young, Royal Artillery, who, in a raid on Ravenna, Italy, deliberately drew fire on to himself to show the bombers where the enemy guns were.

Others were Captain E. M. Bruce, Royal Artillery, who continued to spot enemy guns at the Elbe crossing in Germany while being attacked by a fighter; and Captain I. M. Dallas, Royal Artillery, who flew his *Auster* through an anti-aircraft barrage to direct the fire of one of our own guns enfilading a bridge in Italy.

Many glider pilots won the Distinguished Flying Medal and four members of the Royal Army Service Corps wartime air despatch crews were similarly honoured.

Soldiers who won Royal Navy gallantry awards in World War Two included Gunners of the Maritime Anti-Aircraft regiments, Royal Artillery. For bravery in beating off enemy air attacks on a Malta convoy Lieutenant C. E. Wilkinson, RA,

For gallantry in the air or at sea soldiers can win the medals of the other two Services. The latest to do so is an Army Air Corps pilot for skill and courage in Malaya

won the Royal Navy's Distinguished Service Cross and a sergeant and three bombardiers the Distinguished Service Medal.

Since World War Two more than 30 soldiers—most of them *Auster* or helicopter pilots in Malaya—have won the Distinguished Flying Cross and nearly 20—many belonging to the RASC air despatch crews—the Distinguished Flying Medal.

Citations often pay only a general tribute but occasionally they reveal acts of great courage. Captain V. K. Metcalfe, Royal Signals, won his DFC in Malaya for discovering the hide-out of nine terrorists who were killed by troops he directed to the position by air. Captain F. C. Russell DFC, Royal Artillery, was one of the first of the Army's light-aircraft pilots to discover a technique for discovering terrorist camps deep in the jungle. Another to win the DFC was Captain R. O. I. Woodbridge, Army Air Corps, who in more than 2000 hours' operational flying obtained information which contributed directly to the elimination of 49 terrorists.

Among the non-commissioned officer Army pilots who have won the DFM for services in Malaya are Staff-Sergeant J. I. Ford, Glider Pilot Regiment, and WO K. A. Mead, of 651 Squadron, Army Air Corps, who first flew with the Glider Pilot Regiment in 1943 and was captured at Arnhem.

Bravery on operations in Malaya also won the DFM for three corporals of 55 (Air Despatch) Company, Royal Army Service Corps. One, Corporal Derek Wade, flew on 107 operational supply drop sorties.

Airmen, provided they are serving on land, may win any of the Army's gallantry decorations and since World War Two two Royal Air Force officers have been awarded the Military Cross for bravery while serving with the Aden Protectorate Levies.

Squadron-Leader R. J. Jennings, RAF, a liaison officer with an Indian Infantry brigade in Burma, won a war-time MC when he accompanied troops in an attack on the Japanese personally killing four men and being wounded three times.

Another Military Cross went to a Royal Air Force pilot who crashed in France in 1944, linked up with the Maquis and helped to round up German troops. Another airman, Corporal S. R. Jackson, won the Military Medal for staying at his radio set after being badly wounded, and directing aircraft on to enemy targets in Burma.

SOLDIER can find no trace of any sailor who, during or since World War Two, has won an Army award for bravery. But in both Korea and Malaya Naval officers of the Fleet Air Arm won the Distinguished Flying Cross.



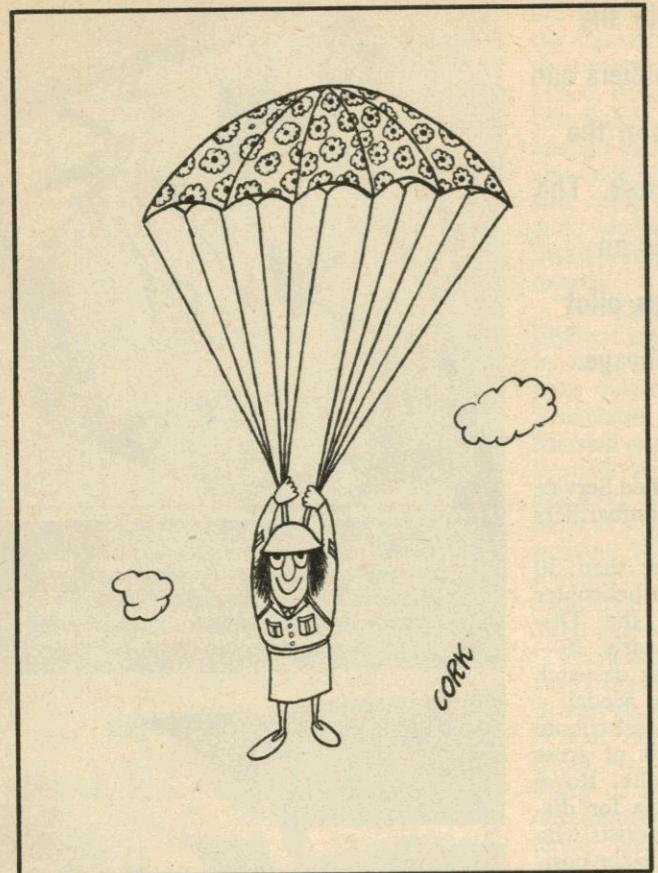
Captain John Chandler, one of only four soldiers to win the Air Force Cross. He was decorated for bravery in Malaya while on operations against Communist terrorists.



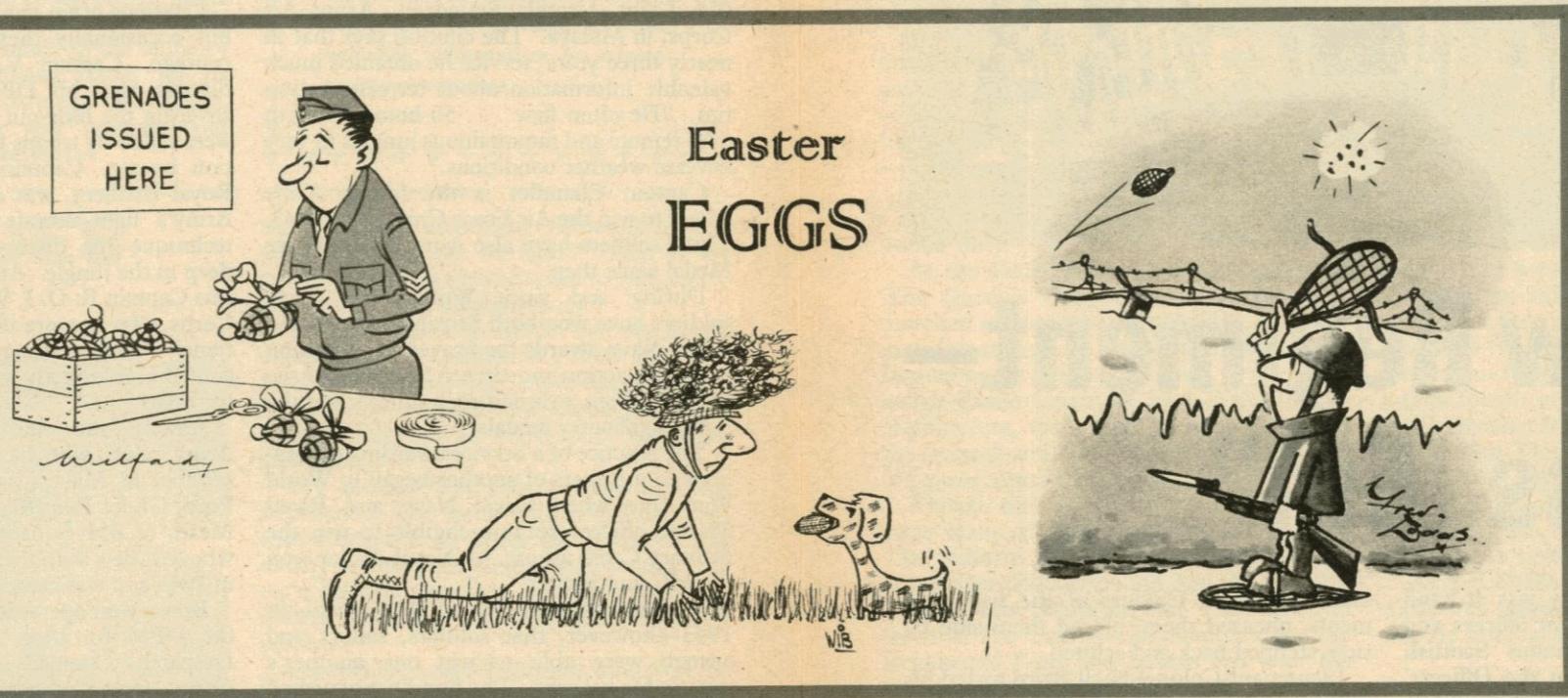
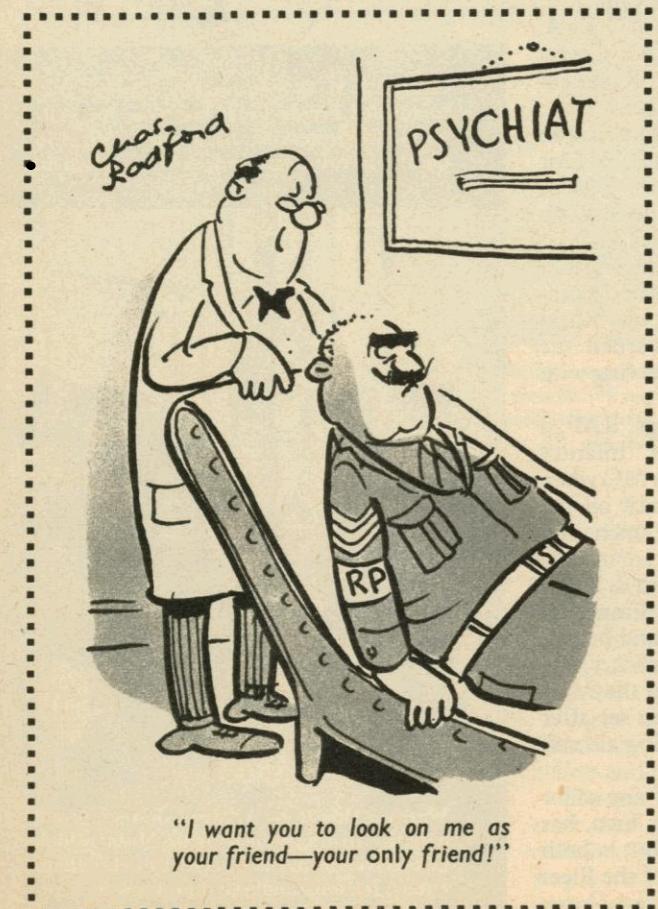
Captain J. M. G. Stenson, RA, won the Distinguished Flying Cross last year for gallantry while serving as a pilot with 656 Light Aircraft Squadron, AAC, in Malaya.



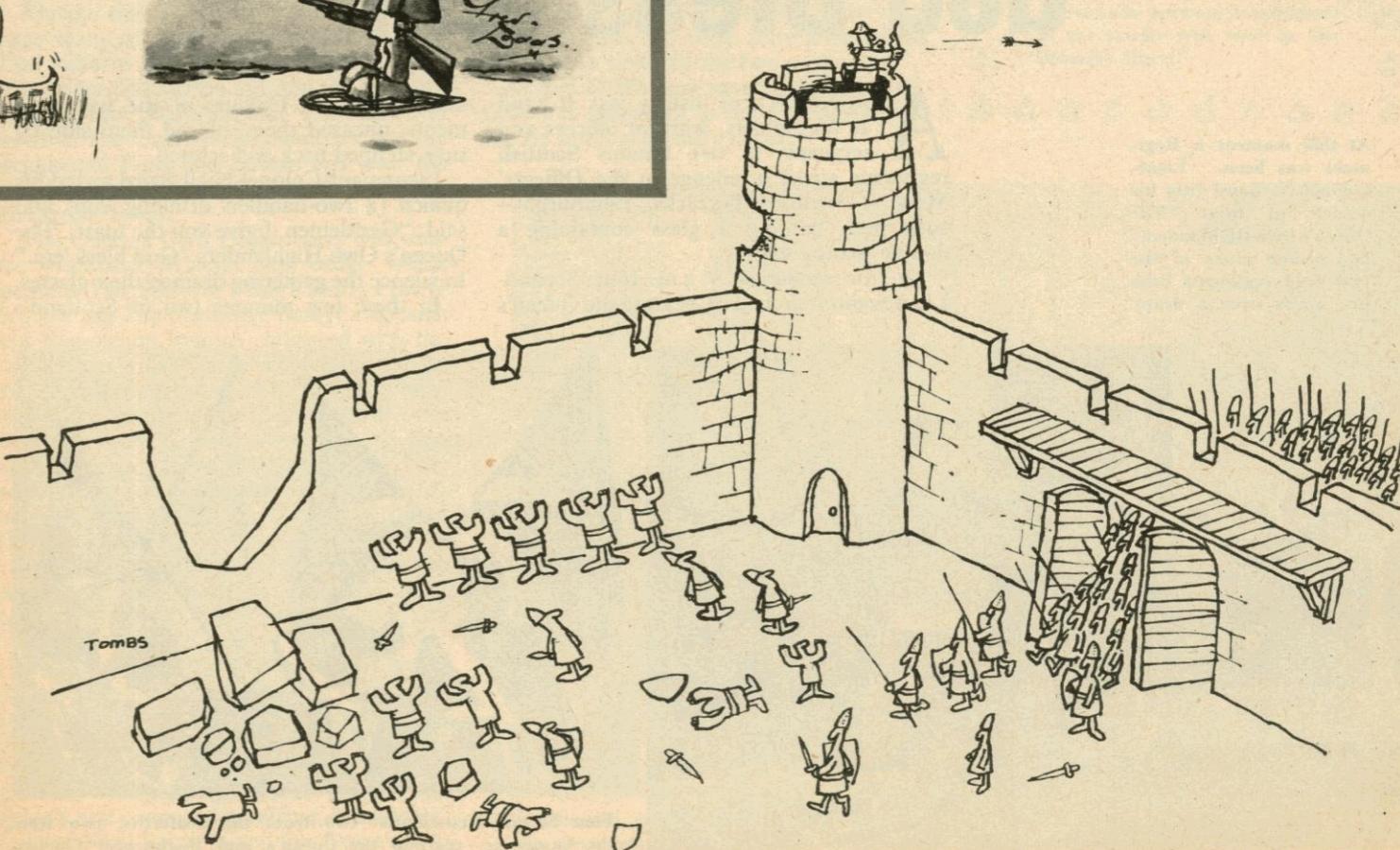
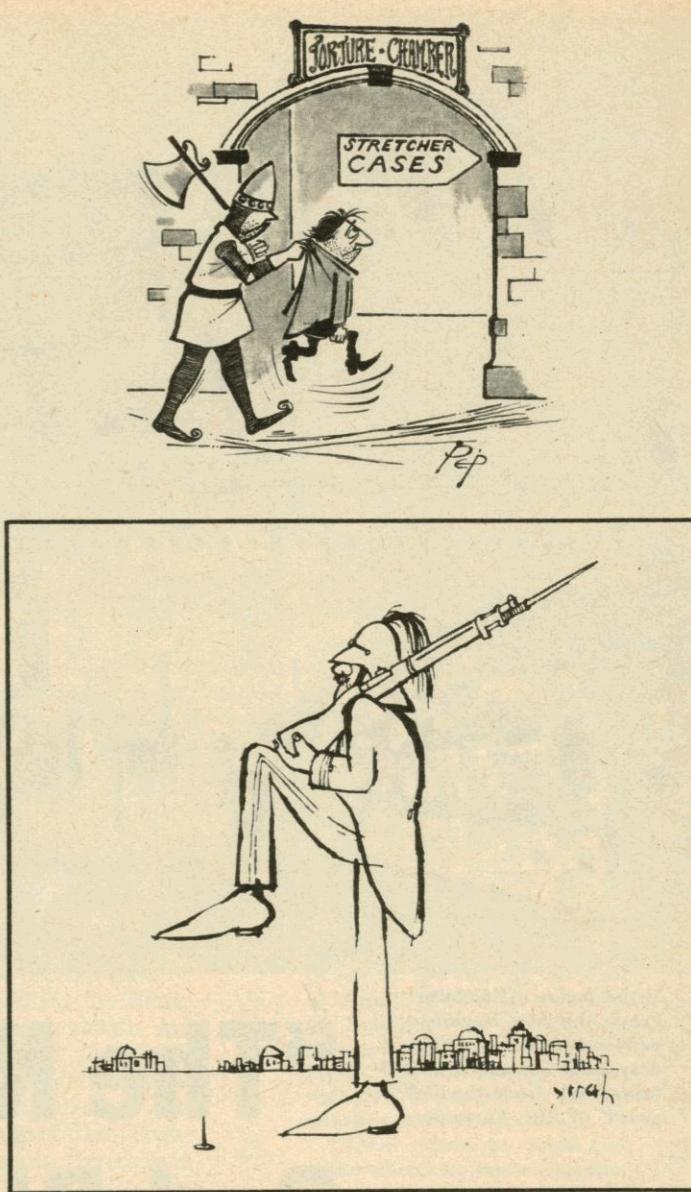
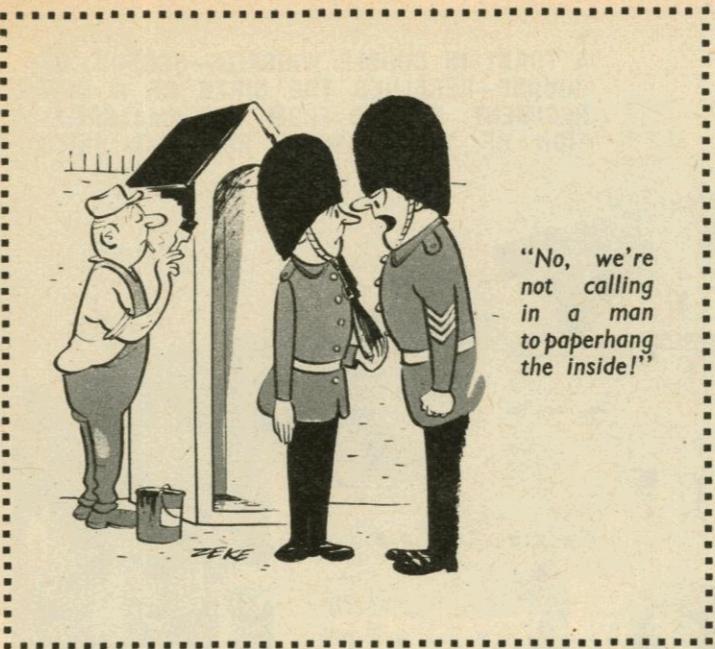
Warrant Officer K. A. Mead shows a proud wife the Distinguished Flying Medal which he received from the Queen at Buckingham Palace for outstandingly fine work as a reconnaissance pilot with the Army Air Corps.

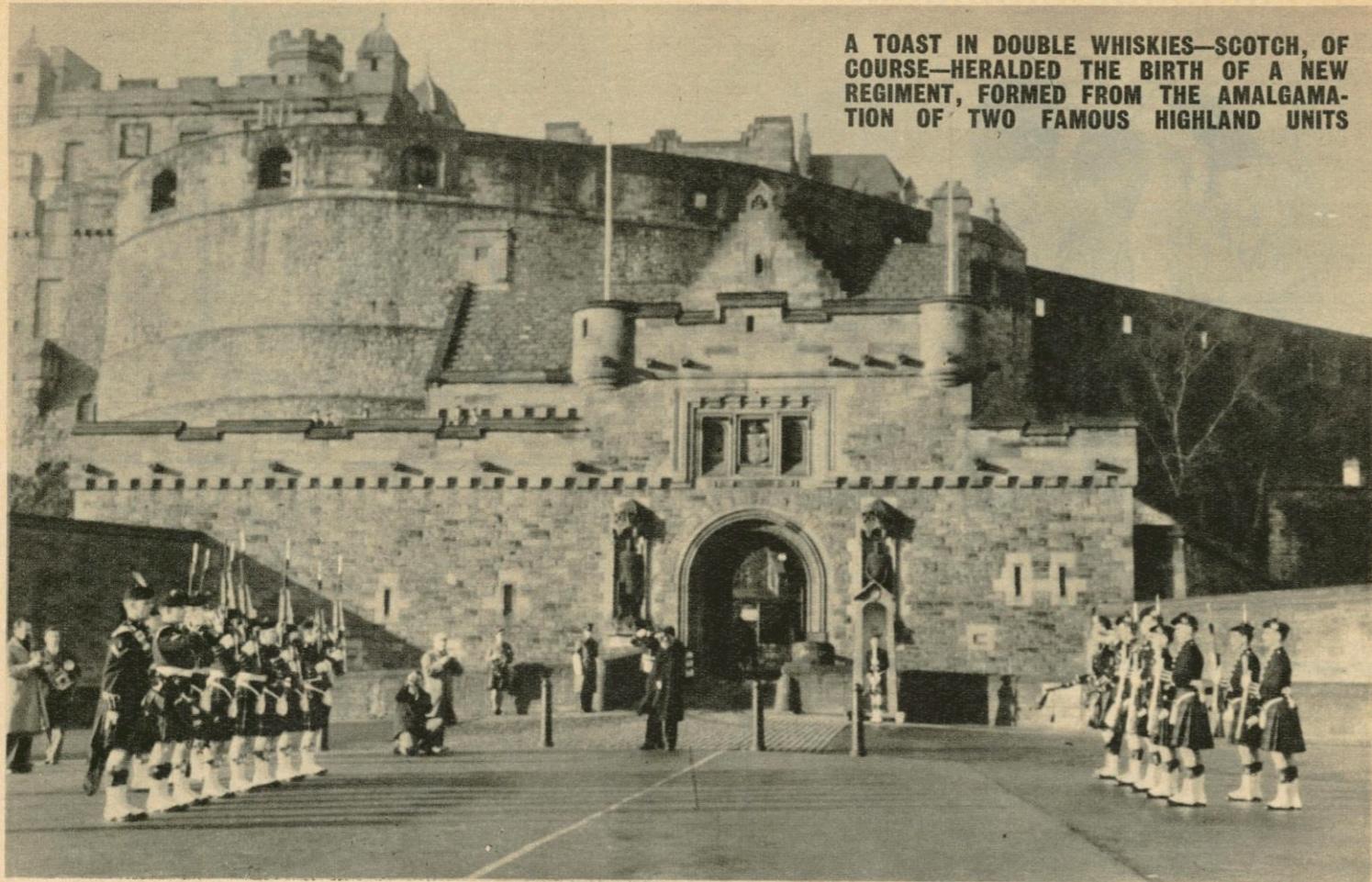


## HUMOUR



*"I'm recommending you for promotion because you're smart, keen, intelligent—and my son."*





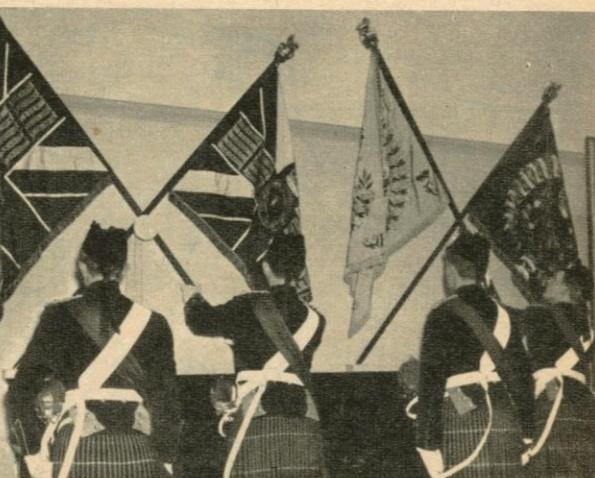
In the shadow of Edinburgh Castle the new Regiment carries out its first public duty as the new guard (left) takes over from the last guard of the Camerons.

## "The New Regiment—God Bless 'Em"

At this moment a Regiment was born. Lieutenant-Colonel N. Baird lifts his quaich to toast "The Queen's Own Highlanders" and senior ranks of the two dead regiments echo his words over a dram.



Four Second-Lieutenants—two from the Seaforths, two from the Camerons—regroup the Queen's and Regimental Colours.



A TOAST IN DOUBLE WHISKIES—SCOTCH, OF COURSE—HERALDED THE BIRTH OF A NEW REGIMENT, FORMED FROM THE AMALGAMATION OF TWO FAMOUS HIGHLAND UNITS



Off with the old, on with the new as, at a rebadging parade, men of the new Regiment affix the Highland Brigade badge to their tam-o'-shanters. They wear the Mackenzie kilt and the Menzies hose of the Seaforths.



The first man in the Regiment to receive the new badge, hackle and history booklet was Sergeant Chalmers, here seen presented with it by General Sir James Cassels, a former Seaforth, and now Colonel of the Regiment.

A MOMENT of history was at hand as the officers, warrant officers and sergeants of two famous Scottish regiments stood in silence in the Officers' Mess at Redford Barracks, Edinburgh—each man holding a glass containing a double Scotch whisky.

On the stroke of 9 a.m. four Second-Lieutenants marched in, bearing the Queen's

and Regimental Colours of the two regiments, uncased them, placed them side by side, stepped back and saluted.

Lieutenant-Colonel Niall Baird raised his quaich (a two-handled drinking cup) and said: "Gentlemen, I give you the toast. The Queen's Own Highlanders. God bless 'em." In silence the gathering drained their glasses.

In these few minutes two of Scotland's

finest regiments—The Seaforth Highlanders and The Queen's Own Cameron Highlanders—died, and a new regiment—The Queen's Own Highlanders (Seaforth and Camerons)—was born.

An hour later, at Edinburgh's historic Castle, the new Regiment performed its first public duty.

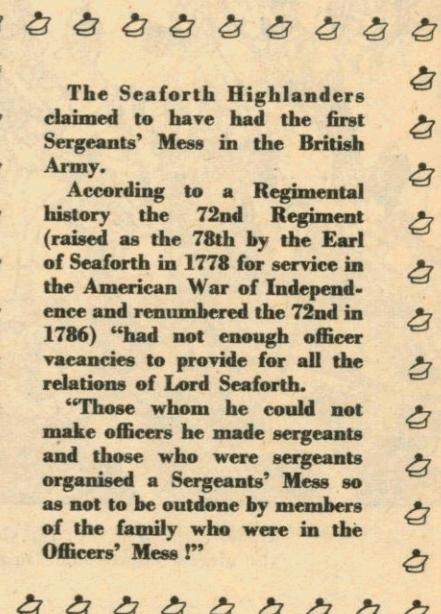
As the clock struck 10 the last guard of The Queen's Own Cameron Highlanders marched across the drawbridge. A new guard marched up the Esplanade slopes, formed up, presented arms and, as the Edinburgh Castle Guard of The Queen's Own Highlanders, took over. A bugler sounded the farewell and, to the skirl of the pipes, the old guard marched into history.

Though the two old regiments have faded away many of their traditions will live on. The uniform of the new Regiment incorporates the Mackenzie kilt and the Menzies hose of The Seaforths and The Cameron trews of The Cameron Highlanders, and the Regimental Pipes and Drums will wear the Cameron kilt (in full dress) and the Mackenzie trews.

The Queen's Own Highlanders will wear the Highland Brigade cap badge which includes The Seaforth's stag's head; a collar dog bearing The Seaforths' Assaye elephant; and Regimental buttons embossed with the stag's head and The Camerons' thistle. In their glengarries (worn with No. 1 Dress) and tam-o'-shanters (with battledress) the men of the new Regiment will wear the blue hackle inherited from The Camerons and the new Regimental march will be the old Seaforths' and Camerons' air "Pibroch o' Donal Dhu."

The former Regimental cap badges will continue to be worn by the Territorial Army battalions of both The Seaforths and The Camerons.

Appropriately, the first Colonel-in-Chief of the new Regiment is the Duke of Edinburgh and the Colonel of the Regiment General Sir James Cassels, Commander-in-Chief of Rhine Army and Northern Army Group, and a former Seaforth Highlander. The 1st Battalion's first commanding officer, Lieutenant-Colonel Niall Baird, joined the Camerons in



The Seaforth Highlanders claimed to have had the first Sergeants' Mess in the British Army.

According to a Regimental history the 72nd Regiment (raised as the 78th by the Earl of Seaford in 1778 for service in the American War of Independence and renumbered the 72nd in 1786) "had not enough officer vacancies to provide for all the relations of Lord Seaford."

"Those whom he could not make officers he made sergeants and those who were sergeants organised a Sergeants' Mess so as not to be outdone by members of the family who were in the Officers' Mess!"



At Munster, in Germany, the Seaforth Highlanders march proudly past their Colonel on their last ceremonial parade. The Seaforths and The Camerons had often fought side by side in war.



The Sappers begin their trek to their base camp on Toubkal. Three days later they had all been to the top and stood on the spot where Atlas held the heavens on his shoulders.

## SAPPERS ON TOP OF THE WORLD



THE Sappers clambered up the last steep rock and stood on top of the Greek mythological world.

They were perched on the tip of Mount Toubkal, the highest peak in the High Atlas Mountains, where Atlas, the Titan, was doomed to carry the weight of the heavens on his shoulders for daring to defy Zeus, the father of the gods.

But the Sappers—from the Fortress Engineer Regiment, Royal Engineers, in Gibraltar, on a climbing expedition in Morocco—had more prosaic things to think about. Their climb up the 13,655-foot mountain—one of the highest in Africa—had taken them longer than they had bargained for and they could stay only for a few minutes before hurrying down to base camp.

The Sappers—a team of seven led by Lieutenant P. F. Fagan—motored the 400 miles from Tangier to Marrakesh in a hired bus, taking their own food and equipment, and set up base camp on a spur at 5500 feet.

The next day they established an advance camp 2000 feet higher up Mount Toubkal and on the third day Lieutenant Fagan led one party on the final assault, first over easy ground and then across steep, loose and ice-covered rock and finally up almost precipitous rock to the summit. The view was worth every minute of their arduous and exhausting climb. To the north, 45 miles away, could be seen Marrakesh and to the south the plain leading to the Anti-Atlas range and the Sahara.

The other members of the party climbed to the top of Mount Toubkal two days later and the rest of the expedition in this area was spent climbing smaller peaks and visiting a nearby Berber village where the Sappers drank mint tea with the friendly inhabitants. They then moved on into the heart of the Atlas range some 40 miles away, climbed more small peaks and before returning to Gibraltar took time off to visit the ancient city of Marrakesh.

## Snap Shots

## FOOD NEWS

FOR a fortnight recently Captain O. Dansie, of 22 Special Air Service Regiment, lived on nothing but three plates of soup, an occasional glass of beer and a new powdered food which, the makers claim, can replace all other foods.

And at the end he said he had never felt fitter.

The powder—called complan—is the invention of scientists who, after three years' experiments at laboratories in Greenford, Middlesex, say they have produced an all-sustaining food, composed of 20 ingredients, a few spoonfuls of which, they claim, are equal to a meal of bacon, egg and toast and a cup of tea.

The powder is now being used in military hospitals to feed patients who cannot eat solid foods, and tube-fed patients, many of them unconscious for weeks, have survived without any loss of weight.

All three fighting Services are showing interest in the new food as a possible replacement for the present emergency ration.



Captain O. Dansie, who lived — and thrived—for a fortnight on the powdered food.

## Royal Scots Take To The Boats



The Royal Scots practise an assault landing on the rocks in St. George's Bay, Malta. At the end of their 14-days' course they could even capsize their craft and come up none the worse for wear.

AS a near-gale-force wind whipped the waves into creamy foam four two-man canoes struggled inch by inch across St. George's Bay, near Valletta, in Malta, GC.

Straining at the paddles were eight men of The Royal Scots who had come from Benghazi, in North Africa, to learn the art of canoeing from No. 6 Special Boat Section, 3 Commando Brigade, Royal Marines.

Before The Royal Scots arrived in Malta not one had even been in a canoe before. But by the end of the two-week course they had become efficient canoeists, able to manoeuvre their craft in confined spaces, to paddle singly and in pairs, to make an assault landing on beaches and rocky foreshores and even to capsize a canoe and roll over again upright without losing their seats. Finally, in rough weather, they paddled completely round the island. Most of the training was done in St. George's Bay, Royal Marine Commandos shouting instructions from the shore through megaphones.

Now back in Benghazi the eight Royal Scots are hoping to form a battalion canoeing club and become instructors themselves.



Two blind African students put the finishing touches to a wooden attaché case, one of the many items made at the Blind Trades Centre.



Other students prepare skins for tanning. This work has never before been taught to the blind. Some ex-students now have their own tannery.

## THE TROOPS BRING HOPE TO THE BLIND

THANKS largely to British Servicemen in Kenya blind Africans are being given new hope and a new way of life.

The Africans are students at the Blind Trades Training Centre at Machakos, near Nairobi, which was built and is maintained partly by money donated by British troops during the Forces' Broadcasting Station's Christmas appeal for the blind. They are being taught carpentry and tanning and some are now earning their living at these trades.

The scheme began at Christmas, 1957, when £100 of the money pledged by troops to hear their favourite records played, was given to the Kenya Society for the Blind. Since then half the amount raised has been given to the Society (the other half goes to organisations for the blind in Britain) and the total now handed over exceeds £5000.

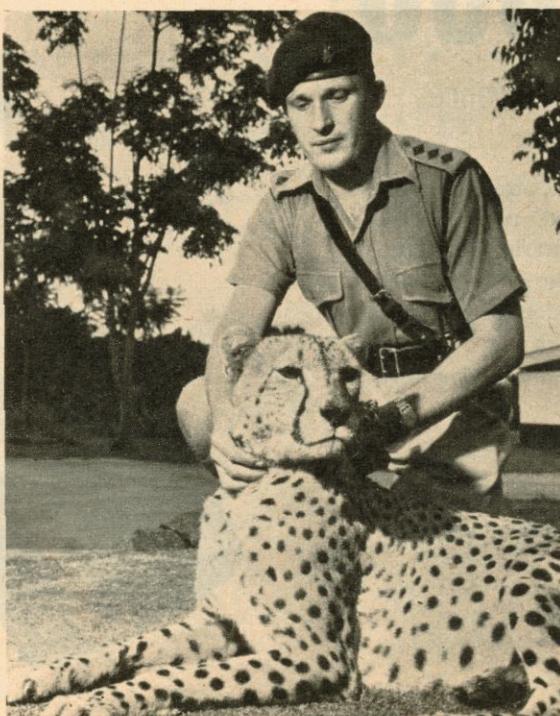
The Kenya Government has contributed the same amount on a pound-for-pound basis with the Forces' Broadcasting Station's donations.

The Trades Training Centre was set up in 1958 and has trained scores of blind Africans, most of whom come direct from their tribes on the recommendation of missionaries. One student walked all the way from the Ethiopian border—400 miles away—to join.

Tanning has never before been taught to the blind but after a slow start the students learn quickly and soon become adept at producing tanned hides and skins. Some of the techniques have been passed on to schools for the blind in the Philippines, Aden, India and South Africa. The work of some pupils learning carpentry is so good that the Centre is now making bookshelves for the Macmillan Library, Nairobi.

LATEST recruit to the 1st Battalion, The Rhodesia Light Infantry, in Bulawayo, is "Cheetah," the cheetah, here seen with his temporary handler, Captain J. L. Thompson, the Adjutant.

Like all other recruits, two-year-old "Cheetah," from South-West Africa, has to do basic training—in his case learning how to get along with humans and getting used to the sounds of martial music. If he makes the grade he will be signed on as the Regimental mascot.

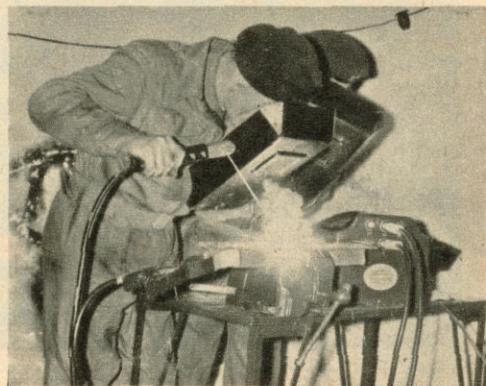


## And Now The Midget Workshop

THE Royal Electrical and Mechanical Engineers have invented a new midget workshop which can be carried in one aircraft and yet undertake field repairs to all the vehicles and equipment of a parachute brigade during an airborne operation.

Until now a parachute brigade workshop has consisted of five Land-Rovers and trailers needing two-and-a-half aircraft to carry them.

The new workshop was demonstrated for the first time recently at 16 Parachute Brigade Workshops, REME, at Aldershot, when it was shown that both the half-ton generator trailer and the half-ton welding trailer can be dispensed with by using a



Armament Sergeant-Major W. Packer, REME, operates the electric welding transformer, which is carried in the back of a Land-Rover.

Land-Rover engine to drive a generator from the centre power take-off and by carrying an electric welding transformer in the back of the vehicle.

The generator supplies power for the 4½-inch lathe machinery trailer towed behind and a small rectifier beneath the co-driver's seat facilitates the charging of radio and vehicle batteries. Heavy duty springs and shock absorbers fitted to the Land-Rover enable it to carry its normal load in addition to the equipment.

Fitting the telecommunications test equipment to the second Land-Rover overcomes the need for the half-ton telecommunications repair trailer and drop-side benches and pent-houses built on to the sides of the vehicle enable repairs to be done under cover. The second Land-Rover tows a half-ton store binned trailer with spare parts for vehicles, guns, radio and small arms.

Major J. M. Rogerson, the Commanding Officer of 16 Parachute Brigade Workshops, REME, emphasised that in addition to saving vehicles the new midget workshop would also need fewer drivers and result in a considerable saving of weight without sacrificing efficiency.

Also demonstrated at Aldershot were a parachutable winch weighing only 39 lbs which hauled a Land-Rover, weighing nearly a ton, up a 45-degree slope, and a manpack welding equipment which can be dropped with a man in his weapons container.

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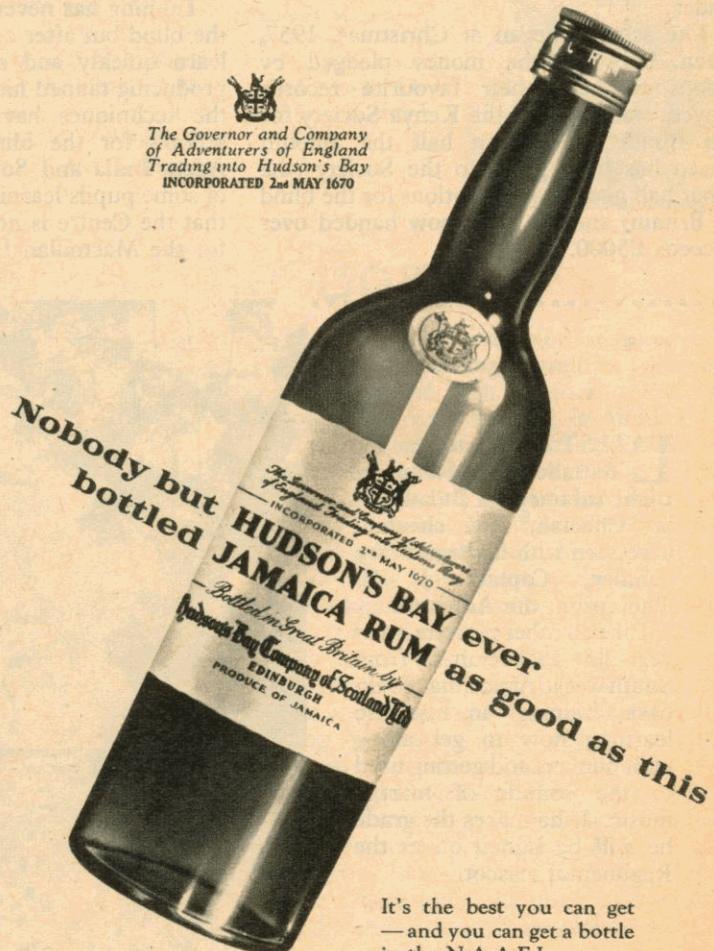
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# HOW MUCH DO YOU KNOW?

THERE are six prizes to be won in this general knowledge quiz.

All you have to do is answer the questions set out below and send your entry to reach SOLDIER's London offices by Monday, 22 May.

The winner will be the sender of the *first* correct solution to be opened by the Editor. He (or she) may choose any two of the following recently-published books:

"The Giant Killers" (the story of the Merchant Service Fighter Unit), by Kenneth Poolman; "Galapagos" (the tale of these Pacific Islands) by I. Eibl-Eibesfeldt; "Fate is the Hunter," by Ernest K. Gann; "Australia Felix," a novel by Henry Handel Richardson; "My Father, Charlie Chaplin," by Charles Chaplin, Jnr.; and "Great Moments in Battle," by Ronald W. Clark.

The senders of the *second* and *third* correct solutions may choose whole plate monochrome copies of any three photographs and/or cartoons which have appeared in SOLDIER since January, 1957.

The senders of the *fourth*, *fifth* and *sixth* correct solutions will be sent SOLDIER free for 12 months.

1 Laughter is to tears as (a) star; (b) comedy; or (c) acting; is to (d) tragedy; (e) drama; or (f) film.

2 If a brick weighs  $3\frac{1}{2}$  lbs. and half a brick, how much do a brick and a half weigh?



3 This Cyprus street called "Murder Mile" was regularly in the headlines in the emergency. What is its proper name?

4 Who is the intruder here: (a) Walter Widdop; (b) Beniamino Gigli; (c) John McCormack; (d) Paul Robeson; (e) Webster Booth?

5 Fish is to sea as (a) bird; (b) tide; or (c) thunder; is to (d) gust; (e) hurricane; or (f) air.

6 True, false, or what? (a) A corporal ranks higher than sergeant in the Ice-

landic Army; (b) a ship in the Panama Canal, travelling from Atlantic to Pacific, sails from west to east; (c) a penguin cannot fly; (d) the African kangaroo can leap 20 feet at one bound.

7 Name (a) a battle; (b) a capital city; (c) an Army rank; (d) another battle; (e) another capital city, all beginning with the letter B.

8 Pair these: (a) pig; (b) onions; (c) cat; (d) treacle; (e) hare; (f) whistle; (g) mouse; (h) brimstone; (i) hounds; (j) tripe.

9 Sort out these famous military gentlemen: (a) NICK THREE; (b) WHERE NOISE; (c) NOW TELLING; (d) CHUCK A LINE; (e) A RUT MARCH.

10 In which force does this officer serve?



## RULES

1. Entries must be sent in a sealed envelope to: The Editor (Competition 35), SOLDIER, 433, Holloway Road, London, N.7.
2. Each entry must be accompanied by the "Competition 35" panel printed at the top of this page.
3. Competitors may submit only one entry.
4. Any reader, Serviceman or woman and civilian, may compete.
5. The Editor's decision is final.

The solution and names of the winners will appear in SOLDIER, July, 1961.



11 Is this helicopter (a) a British Whirlwind; (b) a British Wessex; (c) an American H.34; (d) a British Skeeter?

12 Would Tetrazzini be (a) a Syrian seaport; (b) a sub-floor between ground and first floor levels; (c) an Italian operatic soprano; (d) a venomous spider; (e) a mosaic tiled floor?

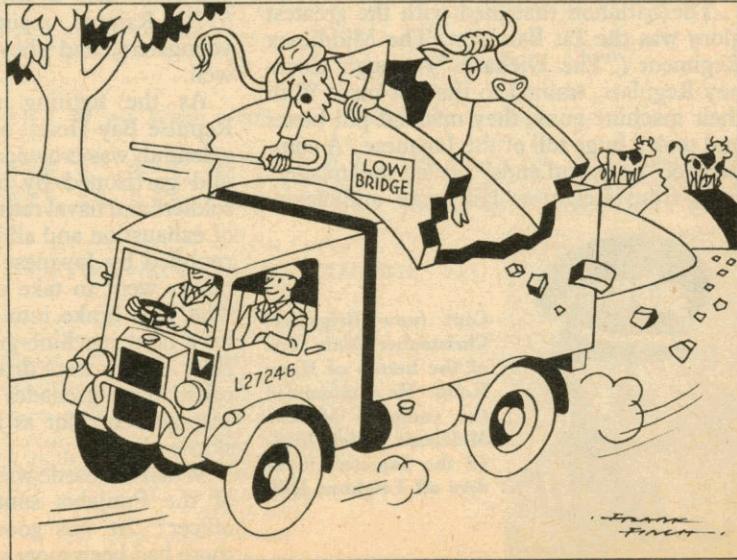
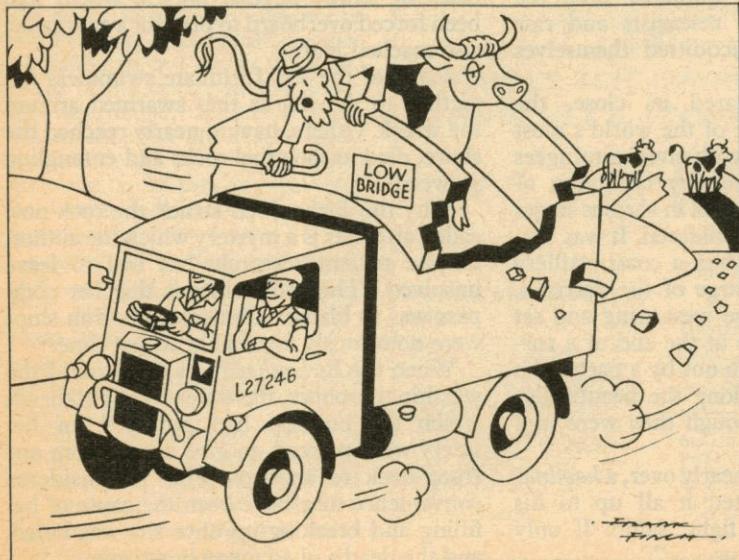
13 Which is the intruder here: (a) walrus; (b) dolphin; (c) whale; (d) polar bear; (e) porpoise; (f) seal?

14 The words abstemious and facetious are unique in the English language. Do you know why?

15 Careful, now! (a) If a man stands at the North Pole which way is he facing? (b) When do Christmas Day and New Year's Day fall in the same year? (c) How many months have 30 days?

These two pictures look alike, but they vary in ten minor details. Look at them very carefully. If you cannot detect the differences see page 38.

## HOW OBSERVANT ARE YOU?



# "IF ONLY THERE HAD BEEN MORE OF US"

**I**N the small hours of Monday, 8 December, 1941, an intelligence officer on duty in Fortress Headquarters, Hong Kong, tuned a wireless set to Radio Tokyo. A harsh voice interrupted the programme to tell the world that Japan was at war with Britain and America.

That was how the news came to a garrison that was to suffer more than any from its consequences. By Christmas Day, 17 days later, its battle was over.

In "The Fall of Hong Kong" (Blond, 21s), Tim Carew (formerly a **SOLDIER** staff-writer) tells of that bitter campaign which, in less than three weeks, reduced the British garrison and colonists from the world's most luxurious standard of living to miserable captivity in the hands of the most bestial conquerors of this century.

This is no book for the armchair tactician to pore over with maps. Rather is it a series of individual stories fitted together with a novelist's skill. The result is a vivid and highly readable account of the battle as the soldiers saw it.

The campaign was hopeless from the start. The garrison was short of just about everything except courage. The plan to stop the Japanese on the famous Gin-Drinkers' Line was, in the author's picturesque phrase, "about as feasible as planning to hold the approach to London with forces strung across Ascot race-course." The line needed at least two divisions. It had one understrength brigade.

This brigade included two Canadian battalions which, "not recommended for operational training," had been sent to the Colony for garrison duty. As units they did little to hold up the Japanese, but some individuals brought credit to Canadian arms. Their brigadier died with a revolver in each hand and eight dead Japanese around him. Company Sergeant-Major J. R. Osborn won a posthumous Victoria Cross for leading a small party in an attack on a hill.

The battalion that died with the greatest glory was the 1st Battalion, The Middlesex Regiment ("The Diehards")—tough Cockney Regulars, trained to the last man. With their machine-guns, they manned pill-boxes and took a huge toll of the Japanese. A company of "odds and ends" hurled the invaders back from Leighton Hill time and again.



Capt (now Brigadier) Christopher Man, one of the heroes of Hong Kong. He commanded the company of The Middlesex which hurled the Japanese invaders off Leighton Hill.



His arms and helmet held aloft in surrender, a British soldier submits to his Japanese captors on Hong Kong Island on Christmas Day, 1941.

When stiffening was needed, The Middlesex provided it, if they could get there. A corporal bullied a Canadian sergeant into taking his men into a counter-attack. An ex-officer of the Regiment, released from prison on the day of the invasion, commanded an improvised force which included prison warders who had watched over him for the past 12 months—and the official hangman.

The Hong Kong Volunteer Defence Corps, doughy part-time soldiers, gave of their best. The Eurasian company held a position for 16 hours before being overwhelmed and cost the Japanese 800 casualties. The Scottish company and the Portuguese company fought hard. The "Hughesiliers," a group of men over 55, defended the power house when it was surrounded, helped by half a dozen of The Middlesex—the only survivors of a relief party. The power house was held until ammunition ran out.

There were two Indian battalions in the garrison, the 2/14th Punjabis and the 5/7th Rajputs, mainly reservists and raw youngsters, and they acquitted themselves well.

As the fighting neared its close, the Repulse Bay Hotel, one of the world's most splendid, was crowded with civilian refugees and garrisoned by a motley collection of soldiers and naval ratings, all in various stages of exhaustion and all bewildered. It was surrounded by Japanese when a coast artillery officer went to take charge of the garrison. The Japs broke into the west wing and set up a light machine-gun at the end of a corridor. They were driven out by a party who rolled hand-grenades along the beautifully-carpeted corridor as though they were in a skittle-alley.

When the battle was nearly over, a *havildar* of the Punjabis summed it all up to his officer: "It was good fight, sahib. If only there had been more of us...."

## Bravery On The Birkenhead

**W**OMEN and children first!" This humane tradition of the sea was established jointly by British soldiers and sailors in February, 1852, when the troopship *Birkenhead* struck a rock off the coast of Africa.

As she broke up, her captain ordered that the women and children be got away in boats, while the troops fell in on deck in a display of disciplined courage which was to fire the imagination of the world. The German Emperor was to order that the story of the *Birkenhead* should be read to every regiment of his army.

Every one of the seven women and 13 children on board was saved. Of the 618 officers and men—which included the ship's company—454 died.

"The Unfortunate Ship" (Harrap, 15s) by J. Lennox Kerr, is an account of the *Birkenhead* from the drawing-board to the controversies which followed her end. It is a splendid tribute to the British soldier.

The bearing of the soldiers on the *Birkenhead* in the face of death is the more remarkable since they were the greenest recruits, reinforcements for ten different regiments, who embarked at Spithead and Queenstown in Ireland. They had only two experienced officers, the senior of whom, Major Alexander Seton, was to die with many of them.

For a fortnight the *Birkenhead* ploughed through Atlantic gales, but once she had reached calmer waters, Seton began to instil the military virtues into his men. That was why, instead of rushing in panic for the boats, they fell in on the deck of the doomed and breaking ship, and calmly obeyed orders to help the sailors who were trying to organise escape.

Only three boats got away. Though the *Birkenhead* was only a mile from the shore, darkness and a difficult coast made it impossible for them to land their passengers and go back to the wreck for more. Two of them managed to attract the attention of a schooner which went to the place where the *Birkenhead* had sunk. She rescued men who for 14 hours had clung to a mast, frozen during the night and scorched in the day-time sun.

Other survivors reached the shore by swimming or by paddling pieces of wreckage. Some even kept above water with the aid of bales of straw. Several horses, which had been forced overboard to prevent a stampede, also reached land.

Many of the less fortunate swimmers fell victims to the sharks that swarmed around the wreck. Others, having nearly reached the shore, died in the cruel rocks and entangling seaweed.

Why the *Birkenhead* struck the rock now called after her is a mystery which the author, despite patient research, has had to leave unsolved. The probability is that her compass was to blame. Compasses in iron ships were notoriously unreliable at that time.

When the *Birkenhead* was converted from warship to trooper, the water-tight bulkheads which the builders had provided for her safety were pierced, to give access from one troop-deck to another. This ill-considered convenience may have been the cause of her filling and breaking-up once she was holed, and the deaths of so many brave men.

# Life In The Old-Time Army

**C**ONTROLLER of the BBC's Third Programme is not the sort of job to which many Regular officers would aspire, but that was where one of them fetched up.

He was John Morris, formerly a major in a Gurkha regiment, who records his military experiences in "Hired to Kill" (*Hart-Davis and Cresset*, 25s).

The author had no ambition to be a soldier; he wanted to be a musician. An obstinate father made him a bank clerk, but he saw the way to escape when World War One broke out.

After three attempts, and despite bad eyesight—almost a military crime in those days—he enlisted in the London Rifle Brigade. He made an inefficient rifleman but became an officer and went off to the Western Front, where he was wounded. Then he transferred as a Regular to the Indian Army.

He was, he admits, neither particularly efficient nor really at home in the Third Gurkhas, but his commission was confirmed and he rose to field rank before ill-health intervened. In the Afghan campaign of 1919 he was with the Gurkha Scouts who demonstrated their ability to a sceptical general by presenting him with the head of a troublesome sniper.

The Third Gurkhas' depot, at Lansdowne, where the author spent much of his time, had been built by the Regiment and was an architectural oddity. Arrival and departure there was marked by a routine of

card-leaving on the 100 or so "top" families which, since their bungalows were separated by altitudes of as much as 1000 feet and linked by rustic paths, took several weeks.

The formality of life in India in the 'twenties was illustrated even better by a political agent who, like the author, was camping in uninhabited country. He sent an invitation to dinner, and a riding-mule to convey his guest, and marked the invitation "black tie!"

The author fought on the North-West Frontier, but was unable to profess any enthusiasm for that turbulent region—which did him no good with his superiors. He preferred other mountainous areas, and took part in the famous 1922 attempt to climb Everest and explorations into Chinese Turkestan and Tibet.

## Soldiering and Society

**A**S the Western world luxuriates in its television sets, washing-machines and motor-cars, many thinkers are worried about its ability to stand up to the perils that face it.

What has its armies to offer, not merely as fighting machines but as parts of society? A great deal, in the opinion of Colonel G. M. C. Sprung, of the Canadian Guards.

In "The Soldier in Our Time" (*Dorrance, Philadelphia*, 2 dollars 50 cents) he analyses the military way of life, examining and explaining many of those vital aspects of an

army which most soldiers take for granted and most civilians obstinately misunderstand.

He does not pretend that national problems can be solved by military methods, but points out that the military way of life is built on the experience of the ages in the art of survival.

"In it," he says, "is preserved, alive and vital, the record of what qualities of vigour and discipline must grace a people who would survive in this world."

That, he believes, will be its value when the time comes for the Western world to set about eradicating the creeping ills of society; when it faces a crisis of survival which may come suddenly as war or slowly as a growing awareness of peril.

He is, however, chiefly concerned with North America. In a passage on the British Army, he classes it as one of those which have exerted least influence on their own people. It "has not been an important factor in the past three hundred years of British social history." On the contrary, the class structure of British society has been perhaps the most important factor in determining the character of the British Army.

The author carries this point no further, but *SOLDIER* can. Only 20 years ago, after Dunkirk, Britons showed that they still had the robust qualities necessary for survival. The years of National Service that followed brought the country's young men close to the reservoir of those qualities that the Army is. Who can say what the influence of the Army on the nation is now, or will be for the next half-century until the last of those National Servicemen is a doddering septuagenarian?

## BOOKS IN BRIEF

**F**RANCIS CLIFFORD sets the scene of his sixth novel—"A Battle is Fought to be Won" (*Hamish Hamilton*, 13s 6d)—in the jungles of Burma in World War Two during the Japanese advance.

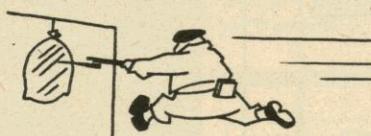
It is the story of Captain Anthony Gilling, fresh from his job as a bank clerk, who had two battles to fight: one leading his company of Karen soldiers, the fierce little hillmen from East Burma; the other against fear and the fear of being seen to be afraid.

The author describes vividly and sensitively Gilling's mental agony during the desperate attempt to hold up the enemy... the terror of capture... the fear of mutilation and, above all, the fear of failing to live up to the standards of his second-in-command, an inscrutable, silently critical Karen *subedar*. He fought alone against his lack of military experience and his failures as a man; yet he conquered in the end and found courage in death.

**A**NDREW MILBOURNE, who lost both arms fighting with the Parachute Regiment, uses his old unit as background for the characters of his novel, "The Hovering Eagles" (*Hales*, 12s 6d).

This is a hurrying story of a group of parachutists in battle in North Africa, Sicily and Italy and at Arnhem, with intervals for fighting in places of entertainment and for sketchy love-affairs.

Capt: Sergeant! That man there!  
Sgt: Private Smith, Sir.  
Capt: What's he got in his pocket?  
Sgt: Book, Sir. He must have got it from the Forces Bookshop, Sir.  
Capt: Good Lord! Have they got books on bayonet practice there too?  
Sgt: They've got books on practically everything, Sir. Magazines, periodicals, gifts and stationery as well, Sir.  
Capt: Jolly good. Well, keep 'em at it, Sergeant.



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VERDEN (Toc H)  
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FAMAGUSTA (M.M.G.)  
NICOSIA (Y.M.C.A.)  
NICOSIA (Hibbert Houses)  
POLEMDHIA (M.M.G.)

NORTH AFRICA  
BENGHAZI (Salvation Army)  
HOMS (Church of Scotland)  
TOBRUK (Salvation Army)  
TRIPOLI (Y.M.C.A.)  
EAST AFRICA  
GILGIL, KENYA (M.M.G.)  
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SINGAPORE (Union Jack Club)  
SEK KONG (Church of Scotland)  
TAIPEI (Church of Scotland)

and other main centres



## Happy days, Dad

It's quiet and calm to be eighty and in your own corner of the pub on Saturday morning. There's your pint of mild-and-bitter—familiar sight, familiar taste, you've had how many thousand in your time? And the draughtboard—same pattern of Kings and men, over and over. That young fellow playing you *may* be clever one day . . . Well, drink up! There's a lot of noise—cheerful noise: laughter, glasses clinking, darts going plunk. Ah, the pubs you've known, the pubs of a long long life. And the beer, the lovely beer!

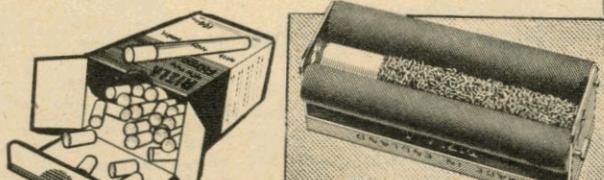
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Army skiers swept the board in the inter-Services ski-championships at St. Moritz and Gunners won almost all the awards in the Army and Rhine Army events

## A CLEAN SWEEP FOR SOLDIERS ON SKIS

**S**OLDIER skiers will long remember their recent visit to the world-famous slopes of St. Moritz, scene of the Army's overwhelming victory over the Royal Navy and the Royal Air Force in the 1961 inter-Services ski championships.

One who will never forget it is Lieutenant R. A. Montgomerie, of the 9th/12th Royal Lancers, who, competing for the first time, won both the individual downhill and slalom races, became inter-Services ski champion and led his unit in winning the team title with the astonishing score of no penalty points.

In the downhill event, Montgomerie skied brilliantly to beat

OVER...



Inter-Services and Army ski champion, Lieutenant R. A. Montgomerie, 9th/12th Royal Lancers, negotiates a "gate" in the Army slalom.

Perfectly balanced, Lieutenant Evans, 3rd Royal Tank Regiment, swoops down the final stretch in the Rhine Army downhill event at Winterberg, won by Sec-Lieut. J. Hunter, 40 Field Regiment.

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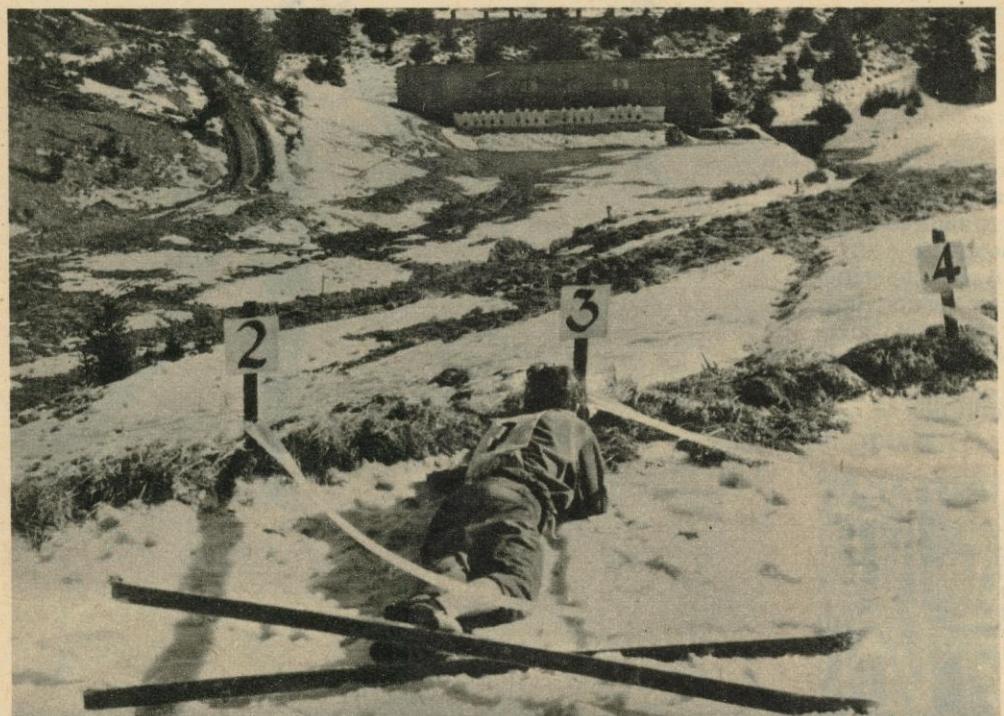
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Above: Whoops! A competitor in Rhine Army's slalom race comes a graceful but undignified crouper as he fails to negotiate one of the "gates."

Below: Shooting on skis, too. A competitor in the Rhine Army biathlon event takes aim at balloon targets after a gruelling cross-country chase.



It's a goal! Inside-left Paterson fires in a hard left-foot shot to put the Signals one up.



## Signals Tame The Scots

HAPPY VALLEY, Episkopi, is indeed a happy place for 15 Signals Regiment, Royal Signals, for on the sportsfield there they recently won the Army (Cyprus) Soccer championship, beating the 1st Battalion, The Black Watch.

Their victory put an end to the Scottish monopoly of the Cup for the championship has never before been won by a unit south of the border.

In a hard-fought match, the Signals moved the ball about more rapidly and accurately and scored after 15 minutes when inside-left Paterson fired in a low drive. Despite some clever and determined attacks the Signals defence held out and half-way through the second half went further ahead when centre-forward Campbell ran half the length of the field to lob the ball over the advancing goalkeeper.

By no means disgraced, The Black Watch can console themselves with the knowledge that five members of the Signals team were Scots!



The Army Slalom Champion: L/Bombardier J. Lupton, of 40 Field Regiment, RA, after his brilliant win, despite an ankle injury, at St. Moritz.

### SOLDIERS ON SKIS continued

Flying-Officer I. D. Tite, RAF, by more than 8 seconds, completing the course in the fine time of 2 mins. 15.3 secs. This performance places him among the leading ranks of British skiers and makes him a strong candidate for the British Olympic team at the next Winter Games.

Montgomerie's win in the slalom event was equally outstanding. He covered the stiff course of 51 gates eight seconds faster than any of the other 17 competitors.

Other soldiers also skied well, particularly Second-Lieutenant A. S. G. Drew, 2nd Green Jackets, The King's Royal Rifle Corps, who was second in the slalom and third in the downhill race; and Captain D. S. Carey, Royal Horse Guards, third in the slalom.

Lieutenant Montgomerie's achievement followed rapidly on his success in the Army Downhill Ski Championships, also held at St. Moritz for the first time, when he became Army champion by winning the downhill event (ten seconds faster than Lieutenant Drew, the runner-up) and being second in the slalom.

A record field of 118 soldiers competed and outstanding among them was Lance-Bombardier J. Lupton, of 40 Field Regiment, RA, who, despite an agonising ankle injury the previous day, won the slalom in the excellent time of 2 mins. 2 secs. and led his unit to victory in the team and Corps events. The slalom team event was won by 1st The Queen's Dragoon Guards.

Despite a minor heat wave which pushed temperatures into the 70s and melted the thin layer of snow, the cross-country and nordic events of the British Army championships which were held in conjunction with Rhine Army's ski championships at Winterberg, in the Sauerland mountains, produced some very fast times and good skiing.

Competing against a record entry of 255 competitors, Captain John Moore, 19 Field Regiment, RA, the 27-year-old Olympic skier, won the British cross-country race over 15 kilometres in 1 hr. 1 min. 31.6 secs., followed by Lieutenant R. Tuck, Royal Marines, more than a minute slower.



One of the 105 competitors in the Army Slalom championship at St. Moritz was Tpr. S. Henderson, The Queen's Dragoon Guards. Here he is seen carefully entering the final "gate."

Lieutenant R. Dent, of 40 Field Regiment, RA, last year's Army champion, was third.

The Gunners also excelled in Rhine Army's 4 by 10 kilometres cross-country relay event, the holders, 40 Field Regiment's "A" team, led by Lieutenant Dent, winning by nearly six minutes. They also won both individual and team awards in the Rhine Army downhill event, Second-Lieutenant J. Hunter passing the finishing line barely a second ahead of joint runners-up, Second-Lieutenant M. Ingall, 3rd Green Jackets, The Rifle Brigade, and Lieutenant J. Fortier, 8th Canadian Hussars.

The combined Army and Rhine Army biathlon event was won by Lieutenant Tuck, Royal Marines, with Lieutenant Dent, RA, second and Captain John Moore, this year's best all-rounder, third.

Rhine Army's champion novice downhill skier was Sapper K. Andrews, of 1 Division, Royal Engineers, with Gunner J. Rushan, 19 Field Regiment, RA, second.

Burdened with rifle and pack, a competitor in the Army cross-country race sweats up a steep hill during the 13½-kilometre trial.



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## LETTERS

### COLOURS FLYING

Your correspondent (December, 1960) is incorrect when he says the phrase "Colours flying, bugles sounding and bands playing" is an old piece of journalistic nonsense.

The phrase is handed down from the Civil War when Colonel John Arundell, Governor of Pendennis Castle, Falmouth, capitulated to Parliamentary forces on 17 August, 1646, the castle having been under siege for five months. He was granted full honours of war, and his men marched out of the castle with "Colours flying, trumpets sounding, bullets in their mouths and each man 12 charges of powder."

It may be true that no city or town has the "right" in this respect, but the phrase is used to maintain the courtesy and traditions associated with the regiments, cities and towns concerned. It should be upheld without ridicule.—Captain P. J. K. McLoughlin, Area Quartermaster, West Riding of Yorkshire A.C.F., Doncaster, Yorks.

★ Siege warfare was one of the main features of Continental campaigns. For the attackers it involved sapping, mining, trench digging and, eventually, a costly assault. For the defenders it was often slow starvation and sickness while awaiting the inevitable assault. To avoid all this unpleasantness both sides would occasionally agree that, after token resistance, the defenders should march out, unmolested, with "all the honours of war." Surrendering with these "honours" was a convenient way of saving face.

It is unlikely that there is any connection between the wording describing the "honours of war" and that employed in the granting of Freedoms. The latter is more probably derived from the recruiting warrants issued by King Charles I, one of which reads "these are to authorise you to

● SOLDIER welcomes letters. There is not space, however, to print every letter of interest received; all correspondents must, therefore, give their full names and addresses to ensure a reply. Answers cannot be sent to collective addresses.

Anonymous or insufficiently addressed letters are not published.

● Please do not ask for information which you can get in your orderly room or from your own officer.

● SOLDIER cannot admit correspondence on matters involving discipline or promotion in a unit.

cause your drums to be beaten in the City of London and the suburbs thereof and in such other ports, towns and places of this Kingdom as you shall think meet. . . ."

### MATCHBOX RECRUITING

I enjoyed your article "Strike A Light—The Army's On The Label" (February) and thought your readers would like to know that four British regiments are now using book matches for recruiting purposes.

A friend recently showed me a book match which bore a picture of a soldier looking at the Rock of Gibraltar with the words: "This is your life." On the reverse side were the names of The Buffs, The Queen's Royal Surrey Regiment, The Queen's Own Royal West Kent Regiment and The Middlesex Regiment and inside a slip with space for a recruit's name and address and the regiment he would prefer to join.—"Old Diehard," Hornsey.

★ An excellent idea which several other regiments have adopted.

### An All-Volunteer AER

WITH the reorganisation of the Army Emergency Reserve the final stage in making the British Army all-regular and all-volunteer is about to be completed.

In future, the Army Emergency Reserve will be reformed to include 28,850 volunteers, most of whom will be formed into units, recruited regionally and affiliated to units of the same Corps in the Regular or Territorial armies.

The 15,000 men in Category I will make up units and pools, mostly administrative, to supplement the Regular Army in limited war and may be called up in emergency without recourse to general mobilisation or proclamation.

The 13,000 men in Category II will form units and pools needed at home and overseas on general mobilisation. Category III (only 850 strong) will consist of highly-skilled artisans needed by Royal Electrical and Mechanical Engineers' units on mobilisation.

Because, with the end of National Service, most volunteers will have had no previous military experience, the men in Category I will in future be required to attend 16 training periods a year and a 15-day camp. But they will receive bigger bounties and gratuities.

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### GOOD OLD ENGLISH

I have noticed, with disgust, the increasing use of genteelisms in SOLDIER.

The expression that has induced me to write is to be found in your January issue in which you write of "a small group of perspiring soldiers."

Now, why on earth can't soldiers sweat? Sweat is a good old English word and certainly not one to be ashamed of.

If officers and nobility wish to perspire let them by all means, but, for goodness sake, let the soldiers sweat!—AQMS W. H. PAGE, REME, 221 Base Vehicle Depot, RAOC, Johore Bahru, Malaya.

★ SOLDIER's genteel Old Sweat says he is not ashamed to use the word perspire. What's good enough for officers is good enough for him!

### SARTORIAL SPLENDOUR

The Neuchatel Regiment of de Meuron (Letters, March) was one of several

units to serve under the British flag in the late 18th and early 19th centuries.

This Swiss regiment served against the British while employed by the Dutch East India Company and, when the latter failed to continue its pay, offered its services to the British Army.

It took part in the storming of Seringapatam, 1799, and was disbanded in 1813, after 15 years' service with the Dutch and 20 with the British.

This was by no means the only regiment to employ negro musicians at this period, as the enclosed illustration of a negro tambourine player of the 3rd Foot Guards (Scots Guards) shows.—A. V. Whittaker, 42 Colborne Road, London, SE18.

### COMMISSIONS

When did the practice of buying commissions in the British Army cease?—E. V. Belcher, Beeston, Notts.

★ The Royal Warrant abolishing the purchase of commissions was dated 19 July, 1871, and purchase itself ceased on 1 November of that year.

### MENTIONS

When were "Mentions in Despatches" first instituted?—G. Fremuth, Cloughton, Birkenhead, Cheshire.

★ At least as long ago as the early 18th century, but no emblem, was granted to denote this distinction until 1920.

### A GREAT GENERAL

ONE of Britain's most brilliant soldiers was born 100 years ago on St George's Day, 23 April.

He was Field-Marshal Viscount Allenby—affectionately known throughout the Army as "The Bull" because of his physical stature and strength and explosive bursts of temper—who, by masterly strategy and tactics, brought about the defeat of the Turkish Army in World War One.

Edmund Allenby was commissioned into the Inniskilling Dragoons in 1882. His skill as a Cavalry divisional commander early in World War One led to his promotion to a corps commander and then to Commander of Third Army, which he handled brilliantly in the initial stages of the Battle of Arras, 1917.

Later, as Commander-in-Chief, Egypt, he encompassed the downfall of the Turks, first by capturing Beersheba and, within six weeks of the beginning of his advance, entering Jerusalem.

In spite of the transfer of some of his most seasoned troops to France, Allenby then swept beyond the Jordan Valley to Damascus and Aleppo in one of the greatest campaigns in British military history.



Field-Marshal Viscount Allenby. His achievements against the Turks set the seal on a brilliant career.

Despite his temper, Field-Marshal Allenby had a keen sense of humour. Once, during an inspection of a unit's pioneer store, he found some rabbits contentedly munching cabbage stalks and became convulsed with laughter. He roared with laughter, too, when, meeting a soldier in Palestine who was de-lousing his shirt, and saying: "Well, picking them out?" he received the reply: "No, Sir, no. Just taking them as they come!"

Field-Marshal Lord Allenby died in 1936 and his biographer, the late Field-Marshal Lord Wavell, said of him: "The British Army has had few leaders with better mental or physical equipment for the rough test of war, less likely to lose heart in the darkest hour."

### ARABIAN MEDAL

I have read that a medal is to be awarded for service in the Arabian Peninsula but I have been unable to find out further details. Can you help?—J. Ferguson, 97 Milnagavie Road, South Shields.

★ The award of an Arabian Peninsula clasp to wear with General Service medals for those who served in Arabia between 1 January, 1957 and 30 June, 1960 was announced by the Prime Minister on 26 January, 1961.

In general, those who served in any of the armed forces in Arabia, for 30 days or more within that period, are entitled to the medal and clasp, "in general recognition of service in operations in resistance to border raids and against bands of dissidents . . . with special regard to the hardship and the dangers which have accompanied this service."

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### CYPRUS MEDAL

When can soldiers expect to be issued with the General Service Medal which was awarded for service in Cyprus during the emergency? I work for a firm which has engraved names and numbers of hundreds of men on this particular medal, but they have all been for the Royal Air Force.—A. J. Everson, 100 Bryant Court, Whiston Road, London, E.2.

★ Many soldiers have already received the General Service Medal with the Cyprus clasp, and it is still being issued. However, there may be some delay where soldiers have already left the Army.

### RANGE

What is the maximum range of a .303 bullet, the maximum distance at which it will kill when fired from a Lee-

OVER . . .

### ★ THE ARMY ON THE HALLS

★ The Army will take over London's famous Scala Theatre on Monday, 1 May, when the winners of the Army Drama competition—believed to be the first ever held—will present a three-act play.

★ The proceeds will be given to the Army Central Welfare Fund. Applications for tickets—ranging from 12s 6d to 4s—should be addressed to: The Commandant, Institute of Army Education, Eltham Palace, London, SE 9.

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## more letters

Enfield rifle and the maximum range of a .22 bullet and the maximum distance at which it will kill?—T. Cairn, 8 Clyde Street, Witton, Blackburn, Lancs.

★ The maximum ranges and lethality of the .303 and .22 bullets depend on trajectory and atmospheric conditions. A .303 bullet will penetrate a one-inch thick oak board at 3000 yards and a .22 bullet can kill up to 1760 yards.

## HOW OBSERVANT ARE YOU?

(See page 29)

The two pictures vary in the following respects: 1. Farmer's hatband. 2. Truck driver's breast pocket. 3. Front end of rear mudguard. 4. Tail of cow second from right. 5. Left foreleg of cow on right. 6. Lower edge of truck body above rear wheel. 7. "G" in "BRIDGE." 8. Dust cloud between front and rear wheels. 9. Left hand of passenger in cab. 10. Length of farmer's stick.

## WHAT DO YOU KNOW?

The winners of SOLDIER's "What Do You Know About Battles" competition (January) were:

1. Lance-Sergeant D. Allan, Regimental Headquarters, Grenadier Guards, Birdcage Walk, SW.1.
2. Mr. H. V. Shuffelbotham, "Baroda," Trench Lane, Oddingley, Droitwich, Worcester.
3. Mr. G. F. Bryan, 39, Gilton Road, Catford, London, SE.6.
4. Mr. A. C. Sherwood, "Contraband," Rosemont Avenue, Pembroke, Bermuda.
5. Mr. John E. Harrington, 1934 Mission Avenue, San Diego 16, California, USA
6. Mr. A. G. H. Clapham, 39 Knowsley Road, Norwich.

The answers were: 1. Wellington. 2. Edgehill. 3. Crecy. 4. 2nd Ypres. 5. Loos. 6. Solferino. 7. Albuhera. 8. Mons, 1914. 9. Crimea. 10. Somme, 1916. 11. Machine-gun. 12. Corunna. 13. El Alamein.

## BRIGADE BADGES

In SOLDIER'S article "Your Badge Is Here" (February) the names of two Infantry regiments—The King's Own Yorkshire Light Infantry and The Lancashire Regiment—were inadvertently omitted from the list of those regiments which wear the Light Infantry Brigade and the Lancastrian Brigade cap badges respectively.

Our apologies to both regiments.

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## REQUEST FOR PREMIUM QUOTATION

### IF IN GERMANY

Brandaris Insurance Co. Ltd.,  
38—40 Hohenzollernring,  
KOLN am Rhein.  
Tel. 234161/234162

### IF IN U.K.

Brandaris Insurance Co., Ltd.,  
Stafford House,  
Norfolk Street,  
London, W.C.2

### IF OVERSEAS

Overseas Insurance Brokers, Ltd.,  
Burlington House,  
St. Saviour's Road,  
St. Helier, Jersey, C.I., U.K.

Name.....  
Address.....

Rank.....

Date of Birth.....

Present Policy No..... Company.....  
Type(s) of Driving Licence.....  
Make and Type of  
Car/Motor Cycle.....

Date of Expiry.....

First Driving Licence issued (Date).....

Value £..... (including P.T./not including P.T.)

Estimated coverage required to cover purchase tax/import duty contingency  
(rate £3.0.0 per £100). £.....

Home/Overseas/B.Z. POLICY FROM..... TO.....

FOR 12/6 MONTHS

"SPLIT" POLICY BZ/OVERSEAS FROM..... TO.....  
IN THE U.K. FROM..... TO.....

total  
period  
12 months

U.K. ADDRESS.....

Town and County.....

Insurance required: **THIRD PARTY / THIRD PARTY, FIRE and THEFT / COMPREHENSIVE**

Please send Proposal Form and quotation as indicated above. (Strike out where inapplicable.)

Date..... Signature.....

No Liability is undertaken by the Company or the Proposer until the Proposal Form has been accepted by the Company and the Premium paid, except as provided by an official Cover Note issued by the Company.

**SOLDIER**



**JOYCE TAYLOR**

*Metro-Goldwyn-Mayer—in "Atlantis, The Lost Continent"*