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SOLDIER





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FRONT COVER: Prince Andrew inspecting the Falkland Islands Defence Force contingent of the tri-Service Guard of Honour at the opening of Mount Pleasant Airport. (See page 25)

FACING PAGE: Three years after the battles Battery Sergeant Major 'Taff' Williams of 58 AD Battery studies the headstones in Blue Beach Military Cemetery, San Carlos. Both pictures: Paul Haley

BACK COVER: The splendour of a grand occasion — the presentation of new Colours to 1st and 2nd Battalions Coldstream Guards at Horse Guards Parade, London. Picture: Alan House, RepS

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SOLDIER

INCORPORATING THE TERRITORIAL ARMY MAGAZINE

Here is one of the busiest men in the Falklands. Who is he? What does he do? You can find the answers — and much more on life in the Falklands now — in your next issue of SOLDIER. Order your copy now...



Learning young. Sergeant Hedley Batchelor gives a few tips to three-years old Michael Greef at Eastern District skill-at-arms match (p 11)

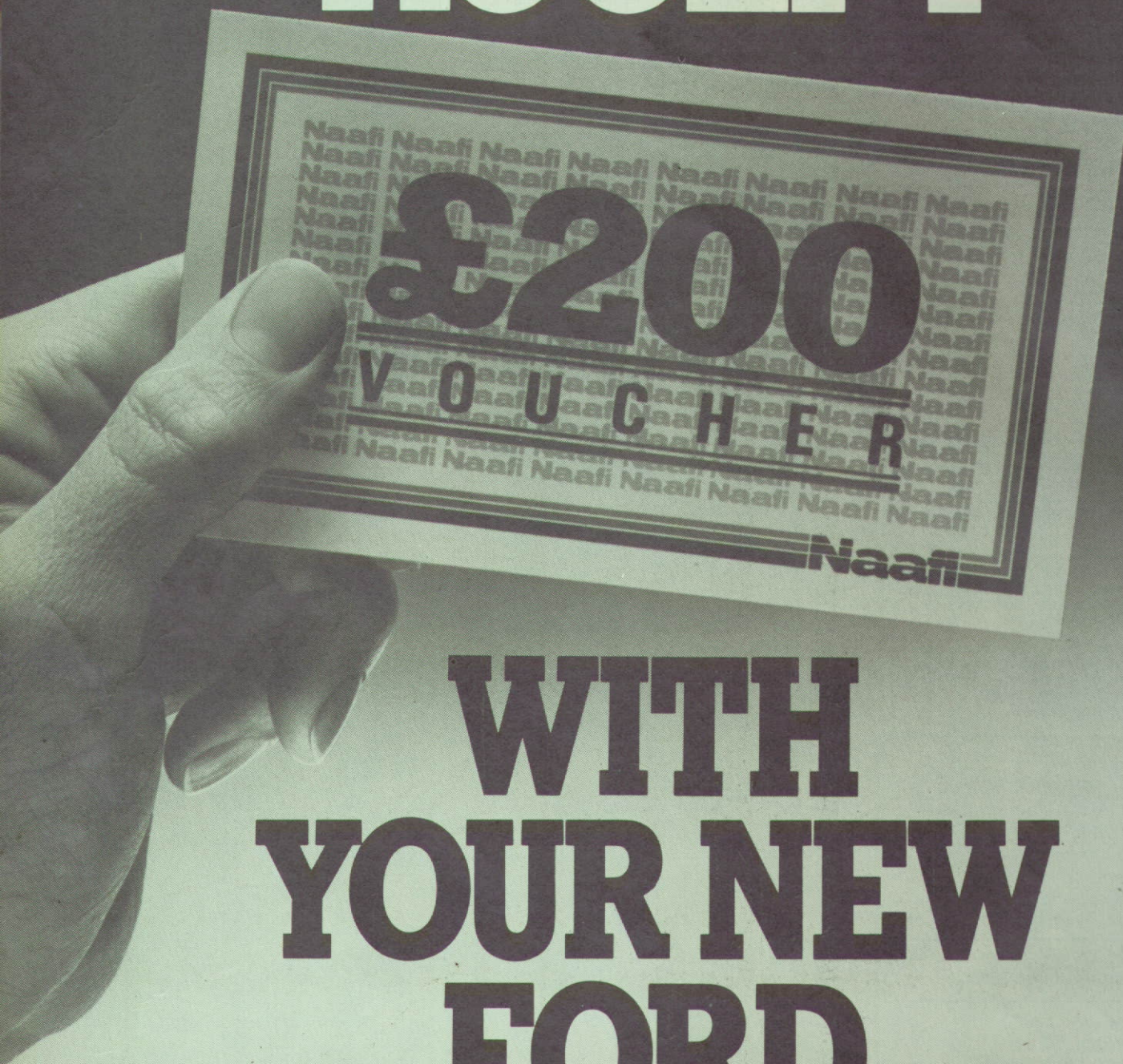
"How's it going?" Brigadier Gary Barnett, exercise director of Scarlet Pimpernel, gets feedback from Trooper Jonathan Foot (p 32)



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BAOR Cash aids Bradford victims

BRADFORD soldiers throughout Germany have been mobilising their regiments to raise money for the Bradford football disaster fund.

The 4th/7th Royal Dragoon Guards in Detmold who recruit in west and north Yorkshire have been staging various events including a sponsored baton-twirling session

with youngsters aged from five to 14 doing their bit.

In only two days Bradford sons in 3rd Armoured Division had more than £500 pledged for a march from their HQ in Soest to Hamm, one of Bradford's twin towns in Germany.

They were welcomed by the

Lady Mayor who was at the fatal match and managed to escape.

The organiser Lance Corporal Shamin Ahmed, whose family originally hails from Kashmir, was looking forward to presenting the proceeds to Bradford's new Asian Lord Mayor Councillor Muhammad Ajeeb.

Eight cooks were also planning to run the 300 miles from Dusseldorf to Aldershot and from Hamm itself Corporal Lou Swaine was stopping over in Bradford, his home town, to leave a cheque for more than £100 raised by 617 Tank Transporter Squadron, RCT, before taking up his posting in Ulster.

FREE FALL WINDFALL

THE GOVERNMENT has pledged up to £150,000 towards the bid by the Army's premier free fall parachute display team, The Red Devils, for a new aircraft to replace their veteran Islander. A £½ million appeal has been launched.

The team's Islander aircraft, bought in 1969, has flown more than one million miles and the idea is to replace it with another.

Lord Trefgarne, Armed Forces Under-Secretary, pledging Government support said: "The Red Devils' skill and prowess are internationally admired. They have thrilled thousands. They demonstrate those qualities of courage, skill and expertise which are the hallmarks of their regiment — the Paras. Moreover, they have developed free fall techniques which have done much to enhance the operational effectiveness of the Parachute Regiment."

Backing up his praise of the team, Lord Trefgarne will himself jump with the Parachute Regiment in September... into the sea at Poole Harbour on the 41st anniversary of the Arnhem landings. It will be his first jump.

HOPING

LAST YEAR, more than 180,000 people attended the Rhine Army Summer Show. This year's show which was taking place from 15-17 June, was hoping to beat that total.

Among the items thrilling the crowds were The Red Arrows, the Miss BAOR finals, and a re-enactment of Battle of Sedgemoor.

RETIRING

TWO GERMANS, Staff Superintendent Ottmar Dambacher and Transport Superintendent Hubert Rehbronn, have retired after 40 years' service with the Army in BAOR. Both had been serving with 626 Mobile Civilian Transport Group, RCT, at Dusseldorf.

THE QUEEN MOTHER and Princess Margaret made a joint visit to The Queen's Own Hussars based at Catterick as the highlight of the regiment's Tercentenary celebrations.

The Queen Mother is Colonel-in-Chief of the Regiment, the senior Light Cavalry regiment in the Army while the Princess was Colonel-in-Chief of the 3rd King's Own Hussars which was merged with the 7th Queen's Own Hussars to form the current regiment in 1958.

During the parade, in almost continuous rain, the Queen Mother presented the regiment, on behalf of the Queen, with a new Guidon to replace the former one presented in 1959.

Before her five-hour visit to Catterick, the Queen Mother

DESERT DRIVE

DRIVING ON the autobahns is one thing. Driving across two vast sand seas in North Africa is another.

But that is just what eight members of 4 Armoured Division Transport Regiment, RCT, are doing... 8,000 miles in just four weeks.

Based at Minden, the adventurous octet are driving two safari Land Rovers from their West German base bound for southern Niger. The task: a double crossing north and south of the Sahara Desert.

Sand seas apart they will also



named a British Rail Inter-City 125 train 'The Queen's Own Hussars' during a 15-minute ceremony at Darlington railway station.

The Queen Mother renews acquaintance with regimental drum horse Dettingen which she presented to the Regiment in 1974



climb more than 8,000 feet into the Hoggar Massif mountain range to visit one of the most remote dwelling places in the world — the hermitage of the late Charles de

Sahara bound

Foucauld.

Leader of the expedition is Second Lieutenant Steven Hemsley of 12 Squadron, RCT.

CONTRACTING

FERRANTI COMPUTER Systems Ltd., has been awarded a contract by the Ministry of Defence for a project definition study of training aids for the MCV 80 armoured personnel carrier.

BENEFITING

WITH MORE than £63,000

already raised for charity, the Bury Fusilier Club's Krypton Factor Committee have chosen no less than eight charities to help in this, their seventh fund-raising year. A quarter will go to the Army Benevolent Fund, and a quarter to the Fusilier Aid Society.

VISITING

MORE THAN 400 students from

Britain's four Staff Colleges have visited BAOR and, in particular, the Sennelager Training Area, accompanied by 80 directing staff, to see "tutored potential put into powerful practice."

Organised by the 4th Armoured Division the network of demonstrations was divided into tactical and logistical stands ranging from a solitary camouflaged sniper to the fire-power of an armoured battlegroup in the attack.

UJ CLUB NOW FOR ALL RANKS

For the first time in its history the Union Jack Club is to admit officers as paying guests.

Until now the 80-year-old club, opposite London's Waterloo station, has existed exclusively for non-commissioned ranks.

But 8 July sees all this change with the admission of serving or retired officers.

Emphasising that it was strictly a "pilot" scheme, club comptroller Brigadier John Ghika said: "As a start we are setting aside 19 single rooms on one floor for officers' use.

"They will cost £12 a night, just above the rate paid by full members. For those requiring double rooms, the cost will be £21. But they will have to stay in the families' block and not have the

use of separated accommodation.

"They will have their own bar and breakfast room, and if an evening meal is required, this, too, will be in a small dining room set aside.

ALPINE UPS AND DOWNS

AN international group of soldiers from the NATO's Northern Army Group in Mönchengladbach has completed the high level alpine traverse from Nice to Briançon in the French maritime alps.

Using a combination of ski-ing and mountaineering techniques and carrying rucksacks weighing up to 40lbs, the party completed the 150kms traverse in nine days including a total height difference of 15,000m — and that's a lot of up and down.

In a year when avalanches took their worst toll of human life for a

decade, this party too had its problems.

Frostbite, blood poisoning and altitude sickness reduced the eight men by two, but six of the party endured the hardships and completed the traverse.

TANK OF PEACE

For the first time a Chieftain battle tank of the Royal Armoured Corps has made tracks for Northern Ireland — but for purely peaceful reasons.

The 60-ton leviathan took a starring role in the Royal Ulster Agricultural Show held at Belfast's Balmoral ground. It was provided by the Corps' Display Team who were in the Province to publicise the tercentenary of Ulster's two cavalry Regiments — The 5th Royal Inniskilling Dragoon Guards and The Queen's Royal Irish Hussars.

Besides the tank the Army provided another first at the show — the glittering Household Cavalry Mounted Display Team with their magnificent drum horse Bellasarius.

"But the food and accommodation will be exactly the same.

"Even though we are to admit officers, the character of the club will not change. That is something we very much intend preserving," he said.

The thinking behind the new 'open-door' policy is strictly financial.

With 400 single and 63 family rooms available, but fewer Servicemen and women using them, the club has been forced to extend membership to ex-Servicemen,

NATO forces, US ex-Servicemen's organisations, police forces throughout the UK, the prison and ambulance services and many similar organisations.

"We are hoping this move will fill the considerable gap that still exists in our business," he said.

Said secretary Lieutenant Colonel Tom Forrest: "Like a number of businesses I believe we have 'bottomed out.'

"We've had a few lean years, but a look at the graph indicates an upward trend in room and function bookings. Our pent-house flats, too, are booked for some considerable time ahead."

GENERAL BOB RIDES OUT

ALMOST four decades after beginning his Army career at Palace Barracks, Holywood, Northern Ireland, Lt Gen Sir Robert Richardson left Thiepval Barracks, Lisburn in style after relinquishing his appointment as General Officer Commanding in the Province.

'General Bob' departed from HQNI by pony and trap provided as a surprise by members of his staff. He was played out by pipers of the 1st Battalion Queen's Own Highlanders and by members of the band of 1st Battalion The King's Own Royal Border Regi-

ment based at Holywood.

General Richardson underwent National Service training at Palace Barracks in 1948. On a recent farewell visit to his first Army 'home', 1 Kings Own Border presented him with a copy of a march specially arranged for the occasion and entitled 'Farewell to Palace Barracks'.

He is succeeded by Lt General Robert Pascoe, formerly Chief of Staff at HQUKLF.

Lt Gen Sir Robert Richardson rides out of HQNI after three years as GOC



GENERATIONS OF SMILES





Army girls of today relax with a veteran who saw military service 69 years ago, after taking part in a 600-strong parade of women who have served with the British Army throughout the world.

Mrs Dorothy Roberts, at 86, was the eldest in the half-mile march through the streets of Harrogate, Yorkshire, where members of the Women's Royal Army Corps Association held their three-yearly reunion.


Dorothy, who lives in Harrogate, served with the former Women's Auxiliary Army Corps from 1916 to 1919.

The girls in uniform are members of the Huddersfield-based 3rd Battalion Yorkshire Volunteers, one of the four Territorial Army units represented in the big parade.

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Cor! Two for a bite at the 'Big Apple'

Two ready to take a bite at the 'Big Apple,' are Sergeant Billy Paton and his wife, Christine. Winners of a BFBS TV quiz, they are about to board Concorde for an all-expenses paid weekend at the Waldorf Astoria hotel in New York. But that's only half of it, for they made the return journey in the luxury of the QE2. To win their

super prize they correctly identified eight characters from BFBS programmes. Billy, with The Green Howards at Osnabrück, got news of their TV win from WO Tommy Wharton who followed it up by handing him his third stripe and a welcome to the sergeants' mess. Now that's what's known as super luck!



BILLY AND CHRISTINE PATON: luxury there and back... out on Concorde, back on the QE2

Army flying museum takes off in royal style

A year ago Prince Michael of Kent visited the Museum of Army Flying at Middle Wallop to look at the new building.

Now, almost 12 months to the day, he has formally opened stage one of the museum's galleries.

"Work was still in progress up to an hour before he arrived," said Mr Brian Harrod, a director of the museum which tells the story of Army aviation from its earliest days.

"Now we have to look to stage two of the project," he said. "And for that we need at least another £600,000."

Welcomed by 200 specially invited guests the Prince was greeted on arrival by president of the museum trustees, General Sir Hugh Stockwell, chairman of the appeal fund, Lord Aldington, and General Sir John Mogg, chairman of the development committee.

A tour of the galleries followed before the Prince cut the red ribbon across the doorway to declare the museum officially open.

The display itself, already seen by at least 30,000 people, illustrates the history of Army flying over the past 100 years, from man-carrying kites and balloons to jet-powered missile firing helicopters.

A large collection of exhibits is held in store — at least three times as many as are on show — and will be displayed as the museum grows in the coming years.

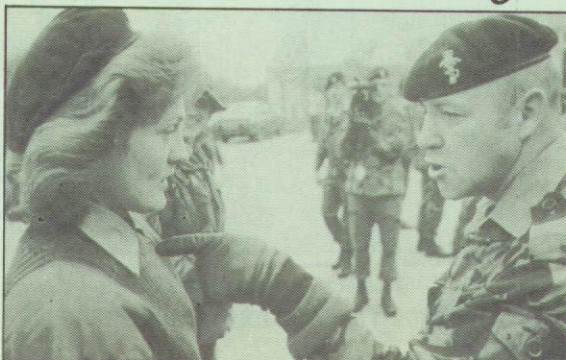
THANKS

After lunch in a tent next to the museum, the Prince, who is patron of the museum, thanked those who had helped make the whole thing possible before leaving in a helicopter piloted by Royal Marine Lieutenant Eric Fitzpatrick and crewman Sergeant Tony Bayes of the Lynx Conversion Flight, based at Middle Wallop.

"We did have tentative plans for the Prince to leave in a hot air balloon," said Brian Harrod, but weather and cloud were just too bad.

"But if we could have managed it, it would have made a superb finale."

Anne and friends sign on — for 36 hours



ANNE McDOUGALL, LEW BAKER: deadly serious, no jesting

Whatever WO Lew Baker is saying to Army wife Mrs Anne McDougall seems to be having some effect. The lady looks petrified, but not so her friend, who is laughing all over her face.

Anne and friend were just two of 15 REME wives from Larkhill who took part in a 'Wives Training and Fun Weekend'.

Dressed in equipment borrowed from their hus-

bands, the girls started 'fun' time with an inspection by Lew Baker who quickly righted a few wrongs before the girls moved off for fieldcraft activities and a night navigation exercise.

It wasn't a complete jest as they soon found out, but 36 hours of graft and lectures before returning to waiting husbands who quickly told them: "Told you it wasn't all fun and games..."

Memories of Gallipoli

★ The old man with the whiskers is over 90 and a former Turkish soldier who fought the Allies at Gallipoli.
★ The man he is hugging is one-time Lance Corporal Clarence Bennet, now 89 and a retired captain.
★ They came together at Cape Helles exactly 70 years after those nightmare days when thousands of soldiers died.
★ Mr Bennet was 19 at the time of the landings and a soldier with the 1st East Anglian Field Ambulance.
★ This was his first return to the Turkish peninsula since

1915. Hundreds of people attended the commemoration services marking the 70th anniversary of the Allied landings.
★ They came from all over the world to honour the memories of fathers, grandfathers, fellow countrymen and for the few veterans like Mr Bennet, comrades. Now the Turks have agreed to an Australian veteran's request that the beach where the landings took place be renamed Anzac Cove.
★ It was here the veterans of those days came not as enemies, but as friends.



CLARENCE BENNET AND FRIEND: memories of a beach landing

NEWS in BRIEF

Silver show

To celebrate the 25th anniversary of the granting of its Royal Charter, the National Army Museum is planning an exhibition of military silver. A selection of regimental and personal mementoes carried by soldiers over the past 200 years will be on view.

Musical thanks

Relations between the Army in the North East and the Lord Mayor of York were so good that, when Councillor Ken and Mrs Dolly Cooper retired at the end of their term of office, they found a band from the Junior School of Music of the King's Division from Strensall on their doorstep playing a selection of tunes by way of thanks for all their help.

Old money wanted!

Got any money you don't want...? If you've any coins to spare 233 Signal Squadron (NI) are out to raise cash in this way for the NI Special Relief Fund which helps soldiers and relatives who have suffered because of NI troubles. All halfpennies and the like to YOFs Commcen Troop, 233 Signal Squadron, NI, BFPO 801.

Cyprus switch-on

They're getting ready for the big TV switch-on in Cyprus. For a new BFBS service is to start in September for Servicemen and their families. Initially planned for Episkopi, Akrotiri and Dhekelia, TV director Pat Pachebat writes that those not covered at the start of the service, should be assured that every effort is "being made to bring you onto line as soon as possible."

Fully trained

Ever since 1858 the 'Woofers' have had a ram as a mascot. For much of that time the Duke of Devonshire's family has supplied the regiment with an animal for their ceremonial occasions. In March the 25th ram was handed over and is now fully trained to go on parade. Supervisors of Derby XXV during training were Ram Major Corporal Waggy Walker and Ram Orderly Private Kevin Hughes.

Unveiled

Latest statue unveiled by the Queen in London is that of Field Marshal Alexander of Tunis. The ceremony took place at Wellington Barracks, Regimental HQ of the Irish Guards, the regiment of which the Field Marshal was the Colonel.

'Barney' sends walk record spinning

If you want to know what it's like to walk non-stop for a week, ask WO 'Barney' Barnish of 19 Fd Regiment RA, in BAOR.

When he finished his record-breaking walk of 412 miles in six days 10 hours 22 minutes, Barney was carted off in an

ambulance, but still smiling and telling the world that, without his helpers he would never have managed the new record.

Why did he do it? To raise £4,000 for a Dortmund orphanage and Stoke Mandeville Hospital.



MAJOR MIKE DILLON: leaving

40 years and Mike calls it a day

He joined the Army as a boy soldier in 1945. He was then 14½. Now Major Mike Dillon of The Prince of Wales's Own Regiment of Yorkshire, is leaving the Army.

He's taking with him a collection of glittering gongs earned in his 40 years service and a host of memories.

As a CSM instructor with the Royal Brunei Malay Regiment 20 years ago, he saved a soldier from death in a river rescue. It was a daring deed earning him a medal personally presented by the Sultan — a rare honour in itself.

In Aden in 1965 he had a number of tricky jobs... escorting political officers to meet local rulers. And in Singapore, as a young sergeant, he helped set up the Singapore Infantry Regiment.

His latest achievement — possibly his last in the Army — was to win the BAOR veterans cross country race.



WO 'BARNEY' BARNISH: still smiling

Family links in regiments are well known. There's nothing unusual for two or three brothers to be in the same unit.

But 15th/19th The King's Royal Hussars reckon they have the record with five.

Latest of the Thompson family to sign on with the regiment is 16-year-old Jeff.

He signed on with the Junior Leaders attached to the regiment last month and joins them proper in about a year, bringing the quintet together.

"Now the Army has them all," said their mother, Jean, from Co Durham.

First to join was Paul, 24, followed by Mark, 23, now lance corporals, then Leslie, 20, and Carl, 18.

"Yet the family has no military tradition at all," said Jean.

PEOPLE

Brigadier gives food the brush-off for art!

A smashing coincidence for Brigadier Roy Skelton when he left the Army after 38 years.

For on his last day as Commandant of the ACC Training Centre at Aldershot, the Duchess of Kent made an official visit to the Corps HQ as Colonel-in-Chief.

"The fact that the royal visit and my last day coincided was pure good fortune," said the Brigadier, who now plans a life of buying and selling paintings, painting his own pictures, horse riding and tending his one-acre garden at nearby Frensham.

"That's my initial intention. I don't plan to rush into anything. As a start I plan to expand my hobby of buying and selling Victorian art and perhaps become something of an entrepreneur.

"No, I don't think I'll be 'getting under my wife's feet' as she will continue her job as a music teacher.

"I'll just be doing my own

thing for a while. There's a great big world outside," said the Brigadier, who has a good idea of what it's like, as at one time during his training as a chef he worked in the kitchens of a leading West End Hotel.

"I learned a lot there, working with chefs from many countries. It was a great experience," he said.

But now the 56-year-old Brigadier, a father of two daughters, is saying goodbye to soldiering and Army catering.

"I'll miss my colleagues very much," he said. Not surprising when it is considered he has held just about every senior post in the Corps in his 28 years' service with them.

His first ten years in the Army he spent as a Gunner. "But that was in the days

when the Army was huge and a big re-shuffle was going on. The RA was bigger than the Navy in those days, but a big slim-down was organised and, since I was experienced as a catering officer — which I much enjoyed — I switched to the ACC."

A captain then he took on every job going before reaching his peak as Commandant of the Corps' Training Centre.

Sixteen years ago, as a major, unsought fame came his way when he rescued a young girl from an armed attacker.

But in saving the girl he was twice stabbed in the chest. "Most uncomfortable," he said, modestly recalling the incident for which he was awarded the George Medal.

On the future of the ACC, in relation to the Government's plans to extend Army catering to the private sector,



Brigadier Skelton

the Brigadier was confident that the Corps — for the foreseeable future anyway — would remain much as it is today.

"It will probably affect us in time, but not, I think, to any great extent. Not the soldiers, anyway."



Lieutenant Colonel Mike Hawley emerging from the Hercules

Postmaster Mike makes 8,000-mile delivery

THERE cannot be many soldiers, knowing wide-bodied jet flights were just around the corner, who would have volunteered for the last passenger-carrying Hercules flight out of the Falkland Islands.

There was at least one — and he is one of the most unusual soldiers of the moment anyway: Lieutenant Colonel Mike Hawley, Royal Engineers TA, who is 'on loan' to the Regulars for a two year period in an exchange which has taken Lieutenant Colonel Doug Swanson to Aldershot as 'Mr' and Head Postmaster for the same two year period.

Colonel Hawley is currently commanding HQ Defence Courier Service in London — and decided he would make the trip by VC 10 and Hercules to the Falklands, taking with him the responsibility for the classified and diplomatic mail bags.

He emerged from the 13-hour journey from Ascension incredibly cheerful and bright. "Marvellous experience, and the Hercules crew were magnificent", he said in the process of handing over the precious bags.

Head Postmaster at Southend-on-Sea, his home is at Rayleigh, Essex (his son has followed him into the Post Office world) and Colonel Hawley was also in a TA staff post before jumping at the chance of re-joining the Regulars, albeit on a temporary basis.

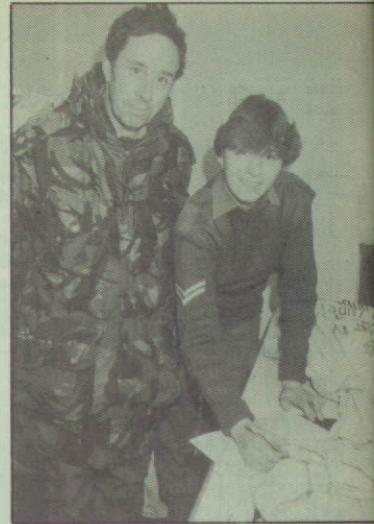
His father and father-in-law were both in the Royal Army Ordnance Corps at Donnington — where Colonel Hawley met his wife. So it was no surprise to learn that he had a short service commission with the Ordnance when he joined the Regulars in 1953.

He left to join the Post Office, now has 28 years service to his credit and has earned the Territorial Decoration for his part-time soldiering.

Of his new life back with the Regulars, Colonel Hawley said: "I'm enjoying it terrifically."

On the Falklands: "I'm hoping to see something of the Islands as part of my duty. It is the first time for me, and the farthest south and west I've travelled."

He was also looking forward to the return Hercules flight — by which time he had hoped to acquire some more signatures for commemorative covers, adding those of Commander British Forces



Colonel Hawley handing over the important bags to the safe keeping of Corporal Sandy Whittaker of the Falkland Islands Postal and Courier Detachment, Royal Engineers.

Falkland Islands and Civil Commissioner to covers already signed by Commander British Forces Ascension and Her Majesty's Administrator Ascension.

CHAMPERS FOR THE CHAMPS

CHAMPAGNE all round from Lieutenant Colonel Chris Jones, Commanding Officer of 3rd Battalion Royal Regiment of Wales as he congratulated his winning team in the Welsh 1,000.

The Cardiff-based Territorials were the fastest team in the Reserve Forces class of the event, run from sea level to the summit of Snowdon in torrential rain and thick mist.

The Welsh 1,000 includes ascents totalling 2,700 metres in its near-marathon length. With the atrocious weather keeping the organisers and the RAF mountain rescue team from RAF Valley vigilant, it was not surprising that only just over half the military starters reached the finish.

The event was won, for the second year, by the Gurkhas of the NCO Tactical Wing, School of Infantry, Brecon.

ROYAL VISIT

THE Duchess of Kent, who is Honorary Colonel Yorkshire Volunteers, Yorkshire's Territorial Army Infantry Regiment, has visited the 1st Battalion in York.

She took the salute outside York Minster as 1st Battalion, together with the Regimental Band and Drums, exercised the freedom of York with more than 500 musicians and soldiers on Parade.

Later she saw the Battalion on parade with all its impressive weapons and equipment in a spectacular display.

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TOPICS

Winners again. Left to right: Pte A Murphy, L/Cpl T Murphy, Pte Capon, Sgt Batchelor, Sgt Vernon, L/Cpl Hornett, L/Cpl Warner, Pte Gardner, Cpl Reeder

THE Territorial Army crackshots of Hertfordshire have become champions for the tenth time in 11 years in the Army's Eastern District skill-at-arms match — making it seven wins in a row and establishing a new all-time record to displace the one they set last year.

The 12-strong team from the Hertford based 4 Company of the 5th (Volunteer) Battalion, Royal Anglian Regiment, left the firing ranges near Colchester after a two-day competition with an armful of trophies.

There were individual triumphs too within the team. Sergeant Hedley Batchelor was TA rifle champion. The 29-year-old petrol tanker driver from Hemel Hempstead also went on to take the class A winners' award for work with the general purpose machine gun along with team-mate, Private Simon Capon (20) a surveyor with a heating firm who lives near Watford.

And Pte Andrew Murphy (19), a ware-

houseman from Watford, took the Young Soldier's award for his accuracy with the sub-machinegun.

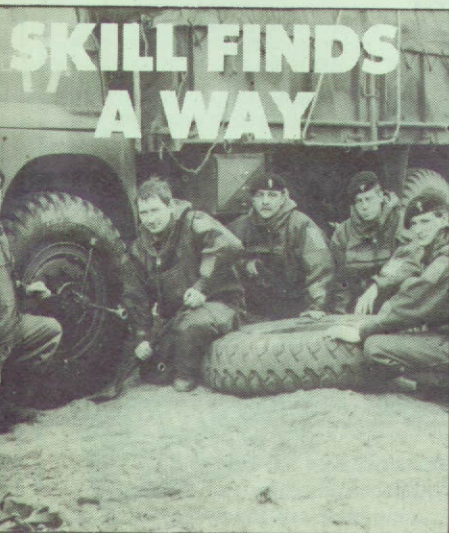
There was just one disappointment for the team. Their captain, the man responsible for coaching them to their championship status, Sergeant-Major Ken Lacey, had to miss the competition. He was out taking his final 'knowledge' test to help him qualify as a London cabbie.

The team included: Lance Corporal Colin Hornett (23) a self-employed carpenter; Corporal Paul Reeder (27) a lorry driver; Lance Corporal Kevin Warner (25) a self employed carpenter; Sergeant Richard Vernon (36) a digger driver; Lance Corporal Terry Murphy (25); Private Andrew Murphy (brother of Terry Murphy); Private Colin Warren (18) a sixth former doing A levels; Private Rodney Gardner (23) a truck mechanic; Private Jon Blake (24) a sheet metal worker; Private Simon Capon; Sgt Hedley Batchelor.

And sharpshooting TA soldiers from Braintree, Basildon and Billericay took a superb second place overall at the end of the two-day Eastern District skill-at-arms competition, near Colchester.

Shooting against 25 other teams from Eastern England, the Braintree based No 1 Company, 5th (Volunteer) Battalion, Royal Anglian Regiment, piled up an aggregate score of 1,249 points.

The ten-strong team, with three reserves, were also second in a marksmanship contest involving sub-machine guns. This placing with scores in three other sections gave them their grand total.



Staff Sergeant Bowerman (second from left) with his team — Corporal Peter Worboys, Sergeant David Emptage, and Craftsmen Graeme Daubney and Luke Horlick

HELP FOR SCOTLAND

More than 500 men of 72 Engineer Regiment (Volunteers) are taking part in various construction tasks for communities in Scotland between the beginning of June and 20 July.

Sub-units of the Regiment based in

Staff Sergeant Dave Bowerman and his team (left) don't look too happy with their problem but given time and ingenuity ended up all smiles.

S/Sgt Bowerman and team from 133 Corps Troops Workshop Deal, had just been presented with a puncture while driving across the Longmoor/Bordon 'desert', and found no jack or other vital equipment.

But making best use of what was available — timber bulks, a tool box, spares etc — he and his team constructed an axle rest, dug a trench beneath the punctured tyre, and spun the wheel off. Within no time the spare was fitted and the journey resumed.

The incident was part of TA Exercise Southern Craftsmen which tested infantry and REME skills and included teams from all over the South of England, East Anglia and Nottingham.

Gateshead, Heaton, Sunderland, Hartlepool, Middlesbrough, Sheffield and Dewsbury are constructing bridges, adventure playgrounds, a scout hut and water courses.

The Military Aid to the Civil Community (MACC) tasks are the annual camp for TA Engineer soldiers, testing their construction skills.

The tasks are being visited by the Chairman of the North of England Territorial Army Volunteer and Reserve Association Colonel R M Stewart and the Commander of 29 Engineer Brigade Brigadier T R M Pulverman.

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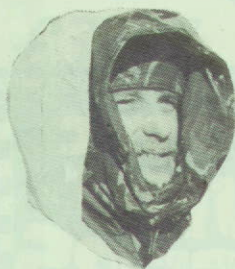
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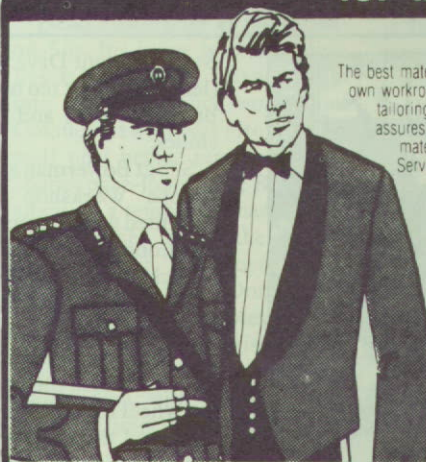
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WAR — and love — must be at the top of the list of subjects which have fascinated writers, certainly in the past century. But it's unlikely that the average reader bothers too much about thinking who are the 'top twenty' best writers on war.

The Book Marketing Council has been doing just that with a Writers on War promotion. The intention obviously was to encourage book shops to stock and display the chosen titles during the promotional period.

The promotion's judges selected the 'top twenty' of war books, deemed by them to be those which best highlighted the writer's contribution to an understanding of armed conflict, after what the Book Marketing Council appropriately described as "a certain amount of well-publicised trench warfare".

Certainly the judges would have had a formidable task. At a time when books were appearing at machine-gun rapidity because of the many notable wartime anniversaries currently being marked, they considered a submitted list of 200 titles, and there was "a sharp exchange of salvoes" among the judges for the final few places.

Some of the books, notably Evelyn Waugh's *Sword of Honour* trilogy, and Robert Graves' *Good-bye to All That*, were given a unanimous vote by the three judges — Norman Stone, professor of modern history at Worcester College; literary critic Jill Neville; and Max Hastings, war correspondent of Falklands fame, all of whom are well known authors.

Their search focussed on the 20th century, and not just on one war, and largely concentrated on personal experiences including novels, poetry and non-fiction. The 20 books selected were chosen on their literary merit, but are all

SOLDIER to Soldier

SOLDIER WINS PHOTO AWARD

SOLDIER's photography has been awarded a Certificate of Merit by the British Association of Industrial Editors.

Formed more than 35 years ago to improve and maintain standards of journalism within industry, the association each year recognises and honours outstanding achievements in British and international industry editing.

SOLDIER has won BAIE awards in the past but for a number of years recently its membership of the association lapsed. In this, its first year of re-joining, SOLDIER came fifth out of 22 entries for best overall standard and use of photographs.

The award was presented to Managing Editor Roland Thick at the association's annual convention at Stratford-upon-Avon.

The photographs were commissioned by Editor Peter Howard — who at the time of the presentation was in the Falklands preparing the reports in this issue of SOLDIER — taken by Picture Editor Les Wiggs and photographers Doug Pratt and Paul Haley, with layout by Art Editor John Rushworth.

SOLDIER is proud of its photographic coverage. Special to this issue are some of Paul Haley's 1985 photographs of the Falklands, illustrating Peter Howard's reports of the opening of the new airport and of life on the islands today. Paul was with the fleet which sailed to the islands after the Argentinian invasion three years ago and went ashore with the troops; Peter Howard was subsequently public relations officer to the Commander there.

highly accessible to the general public.

In addition to the two already mentioned, the top twenty includes: *Empire of the Sun* by J G Ballard; *The Heart of the Day* by Elizabeth Bowen; *The White Guard* by Mikhail Bulgakov; *My Early Life* by Winston S Churchill; *The Memory of War* by James Fenton;

Elina by Nicholas Gage; *The Quiet American* by Graham Greene; *The Good Soldier Svejk* by Jaroslav Hasek; *Catch 22* by Joseph Heller; *Strange Meeting* by Susan Hill; *The Pork Butcher* by David Hughes; *The Face of Battle* by John Keegan; *Sagittarius Rising* by Cecil Lewis; *The Cruel Sea* by Nicholas Monsarrat; *Love* and

War in the Appennines by Eric Newby; *The Poems of Wilfred Owen* by Wilfred Owen; *The Complete Memoirs of George Sherston* by Siegfried Sassoon; *The Origins of the 2nd World War* by A J P Taylor.

EXERCISE Lionheart in BAOR last year was a great success thanks to the unstinting support from employers for men belonging to the TA.

This autumn Exercise Brave Defender, a home defence exercise, is due to take place in September, and Defence Secretary Michael Heseltine is confident that the employers will rally round again to release their men for the exercise which will involve 65,000 Regulars and reservists.

In an open letter, Mr Heseltine writes: "I realise that it may well cause problems for you, as it will for them. But I feel sure you will agree that preparing and practising the defence of our homeland is worth some inconvenience. It is as much a responsibility of the whole community, including employers, as it is of those dedicated volunteers who will be the backbone of it."

"I believe that what I am asking of you is not all one way. I hope you find that those employees who give up their time to join our volunteer reserves are amongst the best; certainly the training they receive in leadership, self-discipline and initiative should help to make them so."

The Defence Secretary concludes: "May I therefore ask for your continuing support in three main ways: by maintaining a policy of encouraging membership of the part-time reserve forces amongst your staff; by arranging work schedules to allow them to attend their annual fortnight or full-time training for their operational role, and by encouraging young executives to join as potential officers."

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TODAY'S ARMOUR TRIALS FOR TOMORROW'S ARMY



LESSONS from BAOR's autumnal extravaganza last year, the largely mechanised Exercise Lionheart, doubtless still continue to be drawn on both sides of the English Channel.

Notwithstanding, Britain's latest main battle tank, the 62-tonne Challenger, destined to be BAOR's nimble, hard-punching battlefield decider, came very well out of Western Europe's biggest peacetime manoeuvres in four decades, according to media reports.

Such encouraging news of fine performance brought cheer and pride to a team of soldiers and civilians comprising the Armoured Trials and Development Unit — ATDU — based at Bovington in Dorset. Their officers and soldiers come from every Household Cavalry and RAC regiment, and from REME — so they have a wide cross-section of up-to-date user opinions and skills.

Together, they form an informed nucleus of experience and expertise intent on securing the best possible vehicles and equipment for the RAC. They are far from complacent. Trials are always in progress

on improvements to the RAC's fleet of AFVs.

Evaluation is almost complete on an impressive thermal observation gunnery sight (TOGS) which is to be fitted to both Chieftain and Challenger; trials of laser devices are continually in progress; and a hydro-gas suspension strut giving a faster and smoother ride for Chieftain has been tested.

ATDU have also trialled the Armour-Piercing Fin-Stabilised Discarding Sabot (APFSDS) round which is capable of "defeating any known armour in service". A tank-busting round where the sabot separates from the projectile, and then flies to its target at a rate of about a mile a second!

The Challenger user automotive trials lasted more than four years and at the height involved 24 RAC crewmen and eight REME fitters full time. A third of ATDU's military strength is from REME and the Workshop makes a significant contribution to the engineering support of new AFVs.

Elsewhere inside Challenger ATDU are looking at "re-buildable" air filters which might replace

the disposable versions. They are also examining the theme of a maintenance free battery which is sealed for life, avoiding spilled liquid and fumes. Such an innovation, they say, would rid tank crewmen of such "nasty neighbours" as leaking batteries.

But long before Lionheart had been conceived, Challenger with a new tour de force power pack, weighing nearly double that of Chieftain at just over five-and-a-half tons, had been painstakingly put through its paces for four years in the dust and mud of Bovington.

Some 50,000 kilometres of automotive evaluation were carried out. In addition, the tank's menacing 120mm rifle-bored main armament had sent thousands of armour piercing rounds hurtling into squat, impassive target hulks on the Bindon and Heath Ranges at nearby Lulworth.

Challenger, said the press, quoting the Lionheart 'top brass' and tank crews, came up to expectations. The men at ATDU are not surprised and are determined it should do even better in the future.

The organisation is well aware and proud of the fact that along the lengthy line of extensive trialling and evaluation many an RAC trooper or REME craftsman will have had a practical say in the final operating format of the equipment with which he and his young comrades-in-arms may, one day, have to fight.

Theirs, at soldier level, is one of **Radiac Monitor Mast on Scorpion**

the indelible marks that underlines the final acceptance into Army service of a piece of armoured equipment 'hallmarked' with ATDU's unique seal of approval.

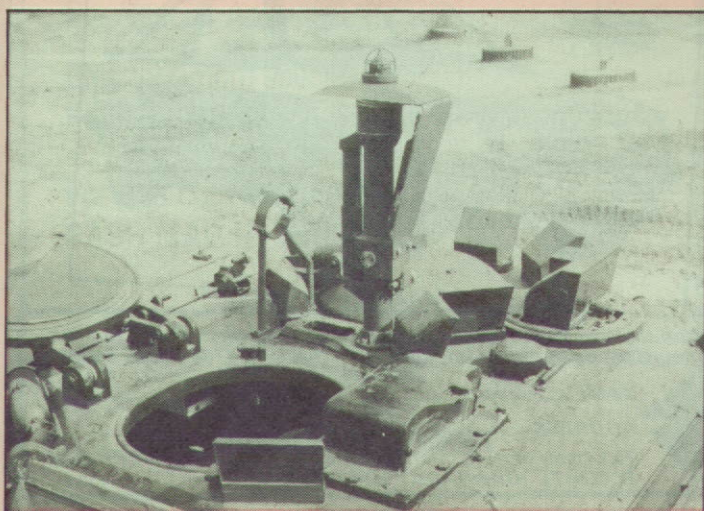
For ATDU, under the sponsorship of the Director of the Royal Armoured Corps, is controlled and tasked by the Assistant Chief of Defence Staff Operational Requirements (Land) (ACDS OR (Land)) at the Ministry of Defence in London. The ATDU's Commanding Officer is Lieutenant Colonel Peter Barry, 17th/21st Lancers.

Its origins dating from the 1920s, ATDU took its current title in 1970. Over the past 60 years it has been involved in trials and development under a variety of names and, from 1955, had been known as the RAC Equipment Trials Wing.

Major Wayne Pickering, a Canadian Exchange Officer from the 8th Canadian Hussars (Princess Louise's) who is not only ATDU's Second-in-Command but also OC HQ Squadron, explained: "We carry out user trials and investigate equipment as directed by ACDS OR (Land), develop new techniques for current equipment and liaise with Defence R & D establishments and a host of firms in British industry.

"We also design, develop and manufacture, to prototype level, training equipment for the RAC; and we are often asked to advise in the planning of troop trials.

"Instruction is given on new and improved techniques; we help



The crewman's new helmet

provide information for writing training manuals, and we also trial an increasing number of private venture projects on behalf of British defence industry whose designers hold our views in high esteem."

Co-located with ATDU is the RAC Sales Demonstration Team which demonstrates equipment at home and abroad to potential customers from foreign and Commonwealth countries.

Major Pickering said: "The marriage between ATDU and the RAC Sales Demonstration Team is a happy one because it allows Sales crewmen to gain early experience on new equipment which will, in turn, allows them to demonstrate it overseas; as well as letting ATDU crewmen become familiar with private venture equipment."

"Two years ago the team embarked on a floating sales tour to the Gulf on a chartered roll-on-roll-off ferry when a considerable amount of British equipment went out there for demonstration. It was a great success."

"More recently Challenger has been to the Middle East for hot weather trials. Scorpion and the variants have been demonstrated abroad in more than 20 countries. The Vickers tanks have also featured prominently in our lives. But the biennial British Army Equipment Exhibition is the team's most publicised event."

He said that before acceptance into RAC service all equipment had to be trialled to the standards specified in the General Staff Requirements. "Trialling is done in conditions as close to those as we could hope to encounter in the field, and we have to meet tight deadlines."

ATDU has two squadrons: HQ Squadron with all the RAC crewmen, including the RAC Team, and their AFVs; and a Support Squadron with its REME Workshop, Training Equipments Branch and Stores Section.

The latter, as its name implies, supports the three main trials branches. Those of Automotive; Weapons and Surveillance; and Communications/Equipment/Long-Range Anti-Tank Guided Weapons.

Major Martin Forsyth, 15th/19th The King's Royal Hussars, who is responsible for the Communications, Equipment and the Anti-Tank Guided Weapons Branch, deals with stowage, "habitability and fightability", and other facets ranging from diesel cookers, camouflage and crewmen's helmets to navigation aids.

He was enthusiastic about the new crewmen's helmets which are very much more comfortable than the in-service helmet and offer bump protection and comparable ballistic protection to the in-service infantry helmet. Further work was continuing to achieve improved noise cancelling within the headsets and microphone.

"Helmets can be taken off, leaving the headsets in place; or the helmet can be worn as a shell without the headsets, thus precluding the necessity to carry a 'tin' helmet for use outside the vehicle. Stowage is always a problem in any armoured vehicle and this facility gets rid of up to four 'tin' helmets. That's quite an achievement."

"The helmets under trial not only give better hearing protection, but the microphones give better speech intelligibility. They have a noise-cancelling facility to reduce vehicle track and engine din when commanders and drivers are talking to each other while moving at 50 miles-an-hour. Conversations are amplified, external noises reduced."

Other equipment recently tested includes the 30mm PATEC armour-piercing round for Fox, Scimitar and MCV80; and a variety of surveillance aids for CVR crews.

Added to these are VIRSS — Visual and Infra Red Self-Screening Smoke System — for all AFVs, literally a superb smoke screen; OTIS (Observer's Thermal Imaging System) for recon vehicles; and a range finding facility which is effective in bad weather and smoke; improvement to both Chieftain's and Challenger's IFCS (Integrated Fire Control System); enhancements of the Striker/Swingfire System; and better training aids and simulators.

Then there is the Spyglass Project; RADIAC, a monitor mast for siting outside AFVs to warn of radio-active contamination; and a renewed interests in KERR (Kinetic Energy Recovery Ropes). Some 30 projects are under evaluation.

But, not surprisingly, it is Challenger that seems to have

caught most of the attention down in deepest Dorset. Although Challenger's engine rarely needs changing, ATDU's vehicle mechanics are particularly impressed by the speed with which it can be changed — the record time at Bovington is 28 minutes in ideal conditions. They reserve a healthy scepticism about timings on other tanks among their NATO allies!

Major Dudley de Chair, 5th Royal Inniskilling Dragoon Guards, of the Automotive Trials Branch, said: "In the middle of a stormy winter night at Soltau a Challenger engine could be changed in less than 1½ hours."

He also enthused over the new hydro-gas suspension which gives an amazing increase in performance, taking obstacles in its stride.

"If cold it rides a bit lower, but it soon warms up. It's not like the Citroën variable height suspension, but rather like the Austin Metro system. Challenger's suspension is an incredibly clever one and very much better than our competitors'. You can go cross-country faster and shoot more accurately when moving. It's a sophisticated design and extremely reliable in service."

He added: "Challenger's suspension is the nearest thing to a magic carpet you will ever come across."

Story: Graham Smith Pictures: Les Wiggs

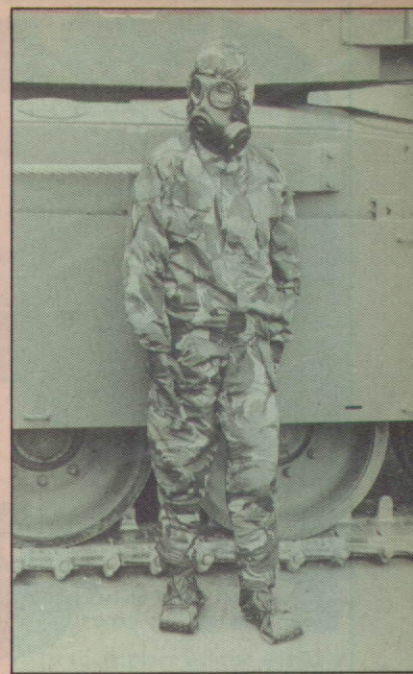
Another Challenger innovation as part of CHIP, (Chieftain and Challenger Improvement Programme), he pointed out, was the TN 54 gear box, with two more forward gears in its transmission, which is now undergoing tests.

"It has a Digital Automotive Service Control Unit," he said, "a 'black box' device which allows the gear box and engine to 'talk' to each other giving ratio and number of revs. They are very much married."

"Challenger is being looked at in several other areas automotively, including a new hydraulic tensioner for the tracks to ease what is known as 'track-bashing'. This will reduce the workload of changes or tightening." Then, as an aside, he quipped: "Did you know that Challenger can go backwards faster than Chieftain can forwards?"

Many of the trials officers have spent a year at the nearby Armour School as students on the Long Armour Infantry Course before coming to ATDU. This course not only gives them a first class background in AFV technology but also opens the door to a variety of demanding Weapons Staff appointments.

Major Pickering explained: "Their acquired knowledge of military technology allows them



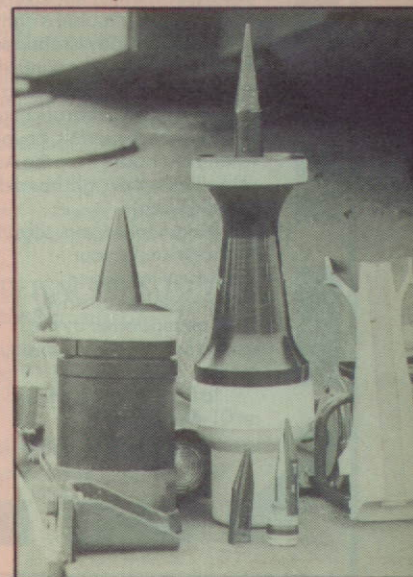
The Mk 4 NBC suit to replace the Mk 3

to interpret military needs to scientists and engineers on the one hand, and to translate the designers' ideas to the soldier users on the other. Our soldiers very definitely have a say in the equipment before acceptance."

Captain Henry Dixon, 14th/20th King's Hussars of the Weapons Trials Branch said: "This is certainly the most challenging and enjoyable job I have ever had. I do not think such a level of responsibility is available to a captain in many other places in the Army".

Summing up the role of ATDU, Major Pickering said: "ATDU acts as a steadfast guardian of user interests — and not only those of the RAC, for some of the equipment undergoing trials will enjoy much wider patronage. We are ambitious — not for ourselves but always for the equipment."

We aim to ensure that the user obtains equipment in which soldiers have complete faith — and of which reliability is a notable characteristic and true adequacy the norm. To that tradition we must always be faithful."



Challenger smoke deflectors under trial

120 mm APDS round (left) and its successor, the APFSDS round



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ROAD SAFETY in Cyprus is not routine and driving on the island is not easy, says Master Driver, Warrant Officer 1 Pat Dodgson, of 30 Regiment, Royal Corps of Transport, who is also Regimental Sergeant Major at HQ Land Forces (Cyprus) in Episkopi.

Last year, for instance, there were 585 accidents involving not just British Servicemen but United Nations personnel throughout the island resulting in 83 injuries and seven Sovereign Base Area deaths.

Master Driver Dodgson's remit is not only to visit all British units resident in Cyprus and call on all of the contributing nation's contingents to the United Nations Force in Cyprus (UNFICYP) but also to give slide lectures to all visiting units from the UK.

He also has to visit the UK to give identical theme talks to units who will be stationed on the island for six month tours or more.

Sergeant Major Dodgson is one of about 27 Master Drivers sprinkled throughout the Royal Corps of Transport.

He said: "Servicemen come out from the UK, find that driving on the left is easy and get a false sense of security. After a few weeks they relax.

"To make progress you have to decide either to drive like the locals or stick to your principles and take

Road risks on the left

it easy."

On aspects of road safety tuition and continual propaganda about its application the Services were "totally on their own".

WO 1 Dodgson explained: "There is no road safety on the local net. Police do not visit the local schools and there is no advertising about road safety on the television. There is nowhere else for us to turn except to help ourselves.

"Last year there were seven deaths in the SBAs. Since I came in July of last year there has been just one. I think things are looking up.

"It looks black because we have only just seen the 1984 figures. The United Nations had six deaths in motor accidents during the same period."

And WO 1 Dodgson furthers his campaign for road safety on the island by attending five Road Safety Committees. He has to because there is no such person as the County Road Safety Officer as there is in the UK.

The National Cycling Proficiency scheme is alive and well, too, in Cyprus with extended coverage to catch the seven to nine year-olds.

Other children's activities include a riding and road safety programme run for Saddle Clubs under the guidance of the British Horse Society.

The push for additional road safety awareness is also catered for by weekly articles from the Master Driver in the SBAs own weekly newspaper, *The Lion*. Regular broadcasts on the subject are also made by BFBS, the radio division of SSVC.

There is an annual visit from the RAF road safety team who join forces with WO 1 Dodgson — giving them local knowledge and expertise — to tour all units and schools on the island.

The revived All Island Safe and Skilled driving competition resulted in an Army win last year. The year before the RAF were the victors.

Unit visits for the Master Driver are routine except when language problems arise within UNFICYP. Their proposed answer is to video his presentation and then dub it in the relevant languages.

In the summer the UNFICYP British contingent, the 1st Battalion, The Duke of Edinburgh's Royal Regiment (Berkshire and Wiltshire) return to the UK.



Master Driver WO 1 Pat Dodgson: 'Take it easy on Cyprus roads'

In their place on the island of sun, sand and sea will be the 2nd Battalion, The Royal Irish Rangers from Dover, who take over as the Eastern Sovereign Base Area (ESBA) infantry battalion.

WO 1 Dodgson will be flying over to the UK to give them his standard presentation of road safety in Cyprus.

He says: "Visiting exercise units are briefed on driving in Cyprus. Their idea that driving on the left makes for an easy life is short-lived once they take to the roads."

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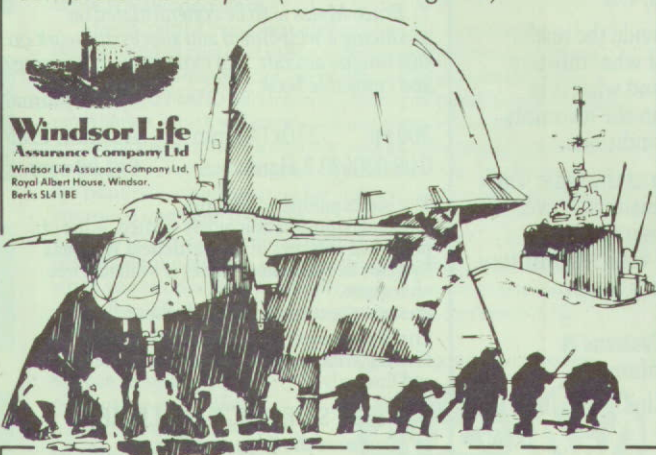
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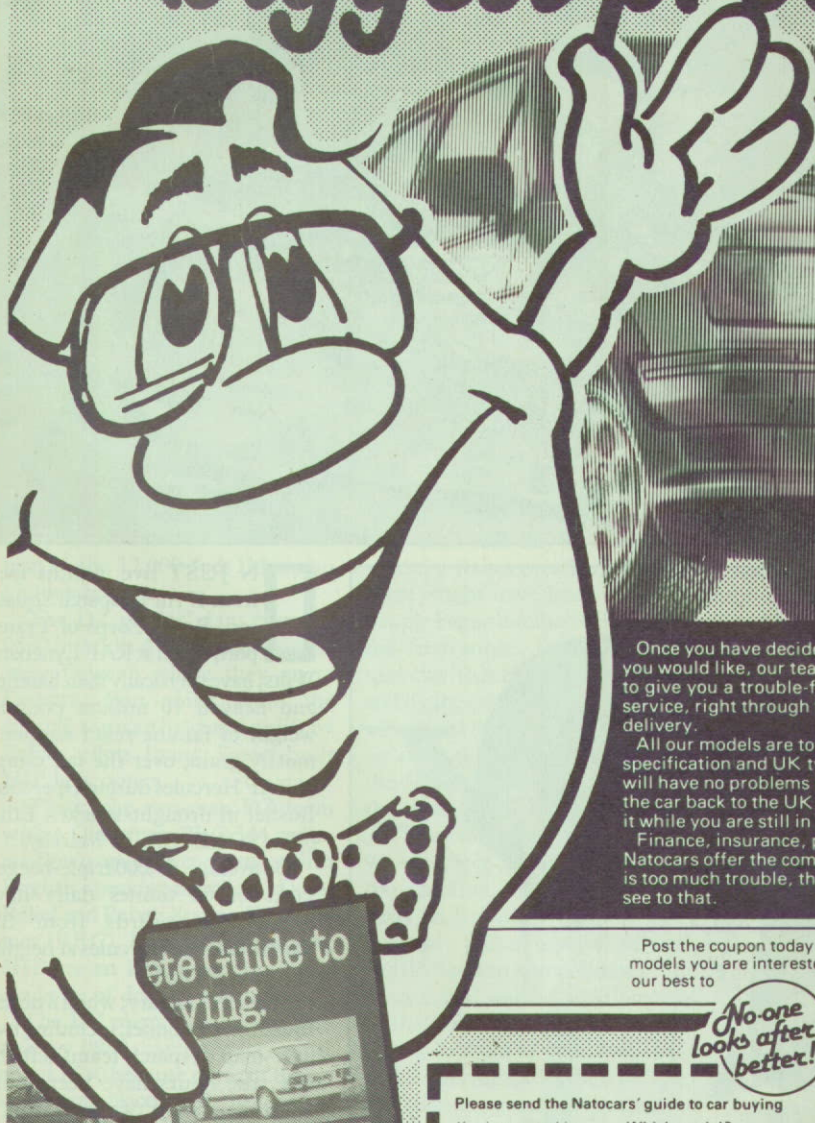
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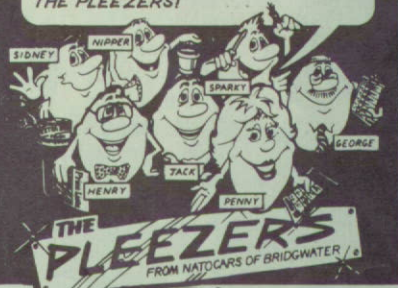


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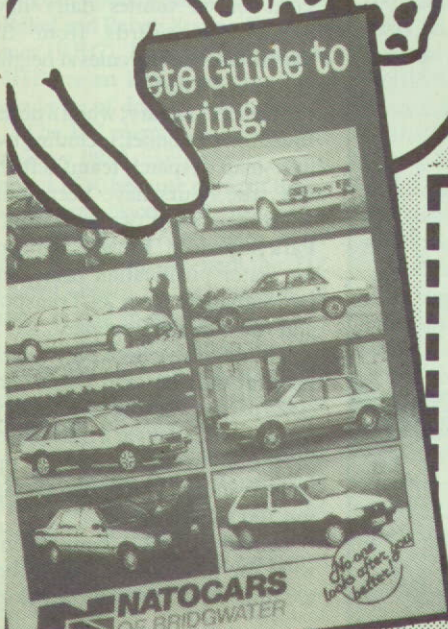
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OPERATION BUSHEL:

Ten million pounds dropped, and...



Story: Graham Smith

ON JUST five months men from 47 Air Despatch Squadron, Royal Corps of Transport, based at RAF Lyneham, Wilts, have physically handled and heaved 10 million pounds' weight of famine relief supplies, mostly grain, over the tail ramps of RAF Hercules during Operation Bushel in drought-stricken Ethiopia (SOLDIER, 11 March).

On average, 57,000 triple-bagged sacks of 64 tonnes daily have hurtled earthwards from the Samaritan-like Hercules at heights as low as 50 feet.

Since 21 January, when a dozen squadron personnel, including two four-man despatch teams left the UK, the hours have been long. With them went two men from 9 Para Squadron, Royal Engineers, for water purification tasks, and two signallers from 29 Transport and Movements Regiment, RCT.

The days have been particularly long for the two-man Drop Zone (DZ) parties working 15-hour days for up to four days at a time on any of the eight or so remote up-country impact areas, each averaging 700 square metres.

Initially the AD detachments were for three weeks. Now, they are four-week stints in the baking

Corporal Alan Brickell and willing local helpers stitch up a grain sack

MERCY LIFT CONTINUES



Drivers Pete Ward (left) and Andy Careless re-bagging the grain into heavy duty sacks before rigging them

the farthest, Leni, is a 75-minute helicopter flight from Ledetta."

The DZs have names like Shela Afaf ... Derek Amber ... Rabel ... and Gundu Meskel.

The DZ parties are put out and recovered each day by helicopter.

Major Battay recalled: "At 0830 there might have been some 800 people kept a kilometre distant for the first sortie. By the third at mid-day this had grown to 3,000 and by the end of the day the figure was about 8,000. On the very last air drop they were allowed on to the DZ. It was like a massing for the London marathon."

"They would scoop up the grain with a piece of brushwood into some sacking. The lucky ones went away with about five kilos. They probably picked up soil as well. It's difficult to know. Some of the women had walked 30 kilometres to the DZ with children on their backs. In front of your eyes some of the starving found mud puddles and began to grind up the grain to make meals."

Starvation and curious people all around them, the air despatchers have one concession to themselves in their oasis of air-dropped succour. A mid-day brew-up courtesy of a hot water canister dumped there with a 50-kilo grain sack as ballast from above. The cuppas are shared with local officials and the medical teams pre-positioned there with them since dawn.

Earlier, the DZ party lay out lead-in markers (initially they were blue polythene bags) for the convenience of the incoming

Hercules or Transall.

They are also responsible for advising the in-bound aircrews of local weather and wind conditions, setting up a comms link with the flying granaries, ascertaining clearances to air drop as well as keeping a very sharp eye out for people wandering into where up to four tonnes of grain at a time will soon be hurtling earthwards lashed to compressed cardboard base boards.

The RAF Hercules — call signed Ascot 4303 — make four passes, four tonnes at a time exiting the aircraft. The twin-engined German Air Force Transall makes two, lobbing out seven tonnes. A month's supply in all by both aircraft.

And all this ... seven days a week, given the availability of grain.

Major Batty said: "At the end of each pass over the DZ measure each one for accuracy and percentage of bag bursts. Really, it is a bit of a guestimate."

But the DZ party's busy day is not over. Back at Ledetta they have to queue for transport back to Addis and then a 'O'-group at 1830 discussing the day's problems; tomorrow's plans.

The three-week detachments from the UK — now four — allow one day off in three for the AD men. Eventually, all of the 123-strong Squadron will have had Ethiopian DZ experience.

One whole day, for instance, is spent by the despatchers making up four Hercules' sorties worth of grain, or 64 tons, with the help of local labour.

Two days after the British contingent's arrival in Ethiopia, the Army's mercy mission men

Over it goes! Another one-ton consignment about to make its exit

were involved in a demo air drop at Rabel, 100 miles north of the capital, as one-ton laden base made their short-lived trip to the parched landscape beneath.

The air drop started in earnest on February 13.

By early April, 4½ million pounds of famine relief supplies, mostly grain, had been air dropped increasing at the rate of one million ever nine days.

Until the acquisition of an £800 German-built, hand-operated sewing machine all of the 50-kilo bags had to be hand stitched for cohesiveness in flight and landing.

Another 47 Air Despatch Squadron innovation was the use of shrink-wrap polythene-type material which bound each load tighter for its earthbound journey of just seconds.

As one VIP, watching the demonstration drop, remarked: "The combination of good load preparation, good equipment and skilful despatch by the AD crew and skilful flying by the RAF aircrew, resulted in an excellent British demonstration under difficult conditions over a very small, uneven DZ surrounded by high ground."

Meanwhile, the airlift continues in the land whose late emperor was said to be descended from King Solomon and the Queen of Sheba.

There, the men of 47 Air Despatch Squadron, RCT, a dozen or so at a time, use the techniques of rigging and despatch so valuably learned in Nepal 12 years ago; men who are playing a big, if unsung part, of Operation Bushel.

THE DHSS leaflet Family Income Supplement promises: "More each week for families on a low income." The form then lists a number of free items. For example "Free Milk and Vitamins." FIS entitles a family which is in receipt of this benefit to 365 days worth of pasturised milk at 23p a pint.

Overseas there are 34 soldiers' families who receive FIS. Some were receiving FIS before going overseas; others may well have become eligible when overseas. Payment of this benefit falls to the Ministry of Defence which has to pay FIS out of the Defence budget, as the DHSS has declined to continue to pay it when a Serviceman's family has left UK shores.

The rights or wrongs of this decision do not matter. What does matter is that these families are denied the right to 365 days worth of milk for their children. If the government has deemed that these families need this help to ensure that their children receive extra nourishment by what right are they denied this help? Especially when LOA has been cut!

When I first raised this anomaly eight years ago FIS

was not paid at all. It ceased when the family went overseas and no-one could claim even if they became eligible while overseas. It was only after I took up the case of a young curate who was about to become a chaplain and had been warned for Germany posting that the problem came to the surface. The DHSS at that time declined to continue the payment and so the Army as good employers picked up the bill minus the

milk tokens. The DHSS each year acknowledges the fact that many families do not claim their entitlements while others defraud the DHSS by many thousands of pounds each year. Yet it seems quite in order to withhold £84.76 worth of milk tokens from Service families.

How much money are we talking about? At worst the bill for one child is £84.76. So the total bill for 34 families each with one child is just £2,881. If we say each family has two children, then the bill is £5,763. Surely the MOD and the DHSS can come to some agreement as to who should pick up this bill. I think this amount would hardly break the bank.

NAAFI has offered to let families who have milk tokens exchange them at their overseas NAAFI either for fresh milk



or powdered milk, but no agreement has yet been reached to reimburse NAAFI for the cash value of the tokens.

I leave you with the question as to whether the MOD or DHSS should pay FIS to eligible Service families. One thing is quite clear — to penalise these families is an absolute disgrace.

Anne Armstrong

Home tel: Camberley 29653

IT has now been proved through the Ministry of Defence Survey of Service personnel 1984 that when it comes to finding a job, rates of pay overseas, or job security, Service wives are many percentage points behind their civilian counterparts.

This revelation bears out what we have all known for some time. Surely now both the LOA Review team and the Armed Forces Pay

JOBS: SERVICE WIVES LOSE OUT

Review Body can no longer ignore these facts from this most interesting and excellent piece of work.

It is interesting to note that on 19 July '82 Mr David Myles in answer to questions in the House of Commons about the high unemployment figures in his constituency area of Forres said they were "somewhat distorted by the number of Service wives there are registered as unemployed."

"Distorted" — are we not entitled to work or be legitimately on the unemployment register?

The proof of Mr Myles' statement has now been endorsed by the MOD survey, which looked at all aspects which affect Service wives employment. Service wives do suffer more than their civilian counterparts in the world of work. In fact the figures are far worse than originally thought.

One fact which says a lot is that among Service families overseas only 27 per cent of wives had jobs compared with 45 per cent in UK against the same overall economic activity rate, which left the proportion of working Service wives only two thirds of the proportion in the general population.

Army wives came out bottom of the working ladder, both for those with full-time and part-time jobs. Just 33 per cent compared with RAF 45 per cent and 48 per cent Royal Navy.

Again Service wives come off

worst for wages overseas. Abroad they earn less than Service wives in UK. Wives abroad working full-time earn 73 per cent of the average wage in UK for the same hours worked, while wives abroad working part-time earn 69 per cent of the average in UK for the same hours worked.

When it comes to posting would wives remain in their current location? If posted in UK only 12 per cent of Army wives would stay, 17 per cent RAF and 50 per cent RN. If posted overseas 20 per cent RN said they would stay, with less than 10 per cent of their Army and RAF counterparts.

Finding a job posed problems for Service wives from discrimination because husbands were in the Services. Thirty-six per cent of wives of junior Army officers had been refused employment and a quarter of all wives had been refused employment on these grounds.

Fifty per cent of all wives were pessimistic about the likelihood of obtaining work in UK, and this rose to 60 per cent of those abroad who considered it fairly unlikely or very unlikely to obtain a job.

The figure of seven per cent of those NOT working and claiming unemployment benefit bears out my point that unemployment benefit is for us extremely difficult to claim.

But figures of 40 per cent only claiming maternity benefit may be

that the sample did not reach those about to have or who had just had a baby.

These statistics however do prove that Service wives are again at a great disadvantage when it comes to claiming State benefits.

Why do Service wives work? Sixty-eight per cent do so to buy extras. How do they find a job? Most by looking at newspaper advertisements and abroad 58 per cent by asking friends. This shows the haphazard way of seeking employment.

All these statistics must be compared with an equivalent group in civilian life. This group was taken from the 1980 OPCS survey 'Women and Employment'.

When our figures are placed against theirs, then one can see the great discrepancy between the two groups. Surely now the Armed Forces Pay Review Body can no longer ignore these facts. It is no longer true that wives' income plays no part in family life, that the soldier's pay is sufficient to feed, clothe and look after his family.

The proportion of Service wives working full-time is a little less than in the general population, the proportion working part-time is considerably less and the proportion seeking work is much higher — 25 per cent to 5 per cent civilian.

Where does this leave us? Financially Service families obviously need the wives' income, otherwise 68 per cent would not say they needed it for extras, which could be anything from food and clothes to education, mortgage and holidays etc.

At last we have proof, and I sincerely hope some action will be taken by the AFPR Body because Service wives are exactly the same as civilian wives, but are discriminated against when it comes

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to the jobs market.

A space was left on the survey questionnaire for respondents to comment, and 4,800 comments were coded.

A thousand wives commented about jobs and of these 550 commented on the detrimental effect of frequent moves in their career, 150 on the resultant loss of grades/money. Comments were also made on difficulties of obtaining work permits and claiming State benefits abroad. Over 1,000 mentioned separation and 251 said it led to marital stress.

Six hundred and forty service wives mentioned postings and of these 414 said postings were too frequent, with lack of notice and financial assistance and inadequate baggage allowance.

On married quarters, 147 complained that the standard was unsatisfactory and points such as the need for more freedom to decorate quarters, PSA taking too

long for repairs, and the isolation of quarters making it more difficult for wives to obtain jobs.

Welfare drew 230 comments — 41 officers' wives said they were expected to be unpaid welfare officers, 49 criticised the attitude of units or families officers.

Allowances and childrens education also drew comments and there were interesting points on husbands' jobs. Three hundred and thirty wives wrote that pay was poor in comparison to civilians' salary, not enough for the hours worked, and that the terminal gratuity was not enough to buy a house, hence the need to buy a house whilst still serving.

Of the miscellaneous, 158 wives said they were treated like second class citizens, some felt there was discrimination against wives of working personnel, and finally 269 stated that they enjoyed the life offered to wives of Service personnel.

Many of you have written about the difference in the wages you receive in Germany (not those on the German economy) so I have asked the Ministry of Defence the following questions. MOD has said that as soon as they can they will let me know the answer.

★ Is the take home pay in Germany, which is minus tax but not insurance, equivalent to the take home pay of the equivalent women's wage in UK? What is the difference in the take home pay in Germany compared with the take home pay in UK for the average woman?

★ Is there evidence that the wages paid for the same job in Germany with SSVC, NAAFI etc are less than in the UK and also less than say with Tesco, Presto, Woolworth etc? What is the reason for this difference on the wages front?

★ Is the breakdown for 16-19 year olds per hour less than that paid on a YOP job in UK or what one

would receive on Supplementary Benefit?

★ Did the survey have any information on the wages of professional wives ie teachers, doctors etc? How did these wages equate to UK?

★ Did the survey have any information on the wages of skilled, unskilled 16-19 year olds?

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WITH some 38,000 married quarters in the UK of different ages and states of modernisation, together with limited amounts of money available in each year for maintenance and improvements, it is not surprising that their standards vary.

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CENTENARY CHEQUE

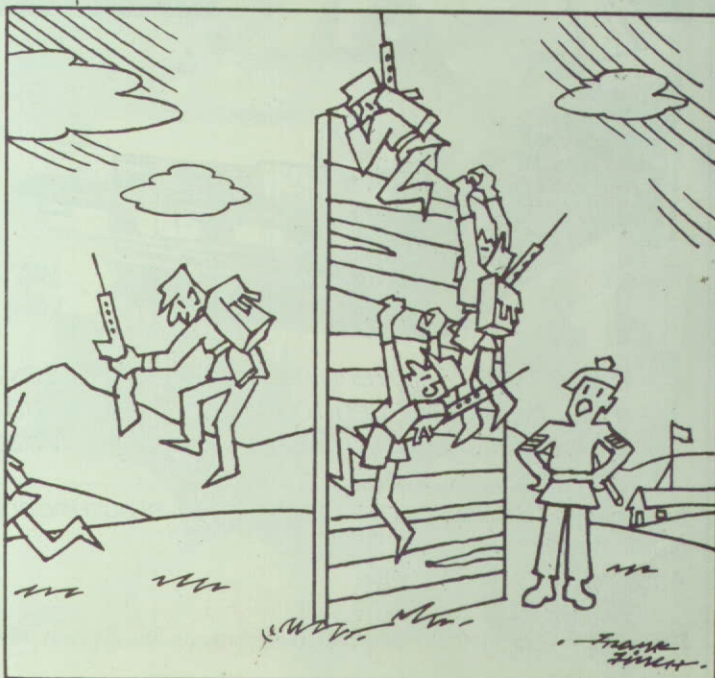
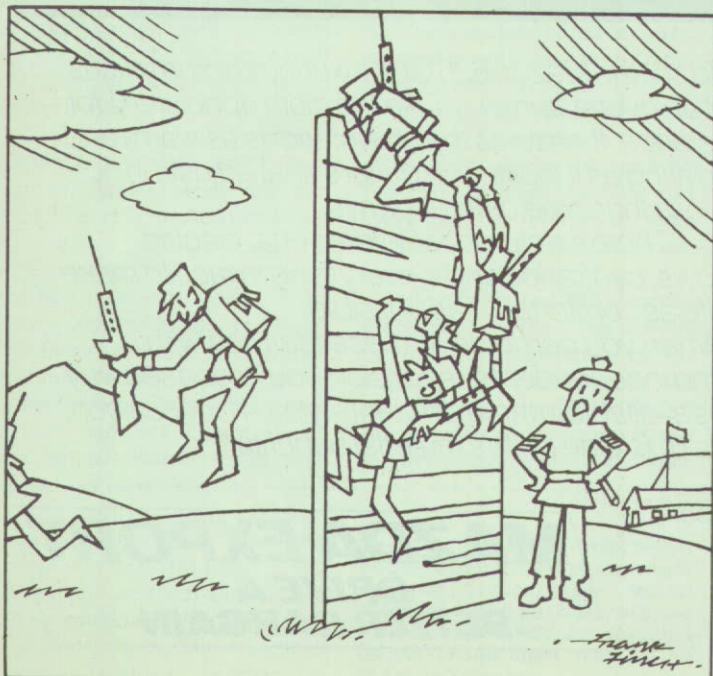
Hannah Gordon and Anthony Andrews, two of the stars whose voices will be heard in the Son et Lumiere production *The Heart of the Nation* this summer, receive a cheque for £10,000 for SSAFA from Julian Radcliffe, director of research and development with the government freight agents, Hogg Robinson.

The spectacular on Horse Guards Parade (13 August-14 September) is in aid of SSAFA which this year celebrates its centenary.

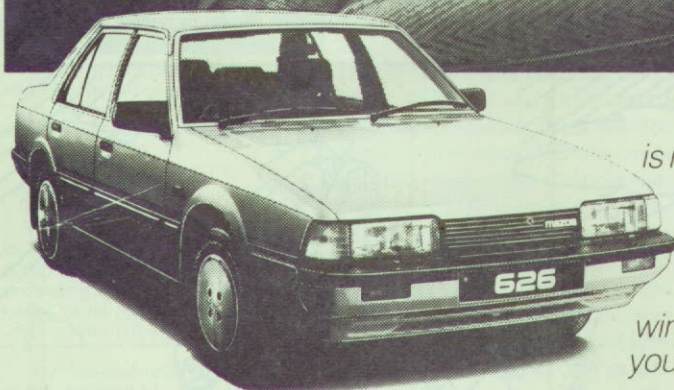
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Look at them carefully. You can check your answers by turning to page 39.



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THE FALKLANDS

- THREE YEARS AFTER THE BATTLES

THE opening of the new Mount Pleasant Airport in the Falkland Islands marks not just a truly incredible feat of civil engineering — but another stage in concentrating troops away from the larger centres of population.

It was the first Commander British Forces Falkland Islands, Major General David (now Sir David) Thorne who said he would like to see his men living alongside, but not on top of, the residents.

By the time you read this, the camp at Goose Green, where 2nd Battalion The Parachute Regiment scored the first big land victory over the Argentines, will have closed.

The resident infantrymen will have redeployed and in early 1987 work on new accommodation for the Army near Mount Pleasant should be nearing completion.

Then the bulk of the garrison will be situated there — alongside the Royal Air Force. There will be a new port facility six miles away at Mare Harbour, and the citizens of Stanley might well rediscover the tranquility they enjoyed before the arrival of the Argentine forces in April 1982.

There will be some sadness, particularly in the “camp” areas (out of Stanley) when the men leave the rest of the portakabin locations.

There was initial sadness when the first post-war troops left the sheep shearers’ sheds, and barns and houses to move to their own accommodation — “you got to know the boys really well in those days,” said one Goose Green resident, who hadn’t seen so much of them in recent months.

Rest assured, Falkland Islanders. Whenever and wherever the troops may be on the move — you should still see them around. The current Commander British Forces Falkland Islands, Major General Peter de la Billiere, believes that

even concentration in one location will not stop the garrison making the most of the excellent patrolling and training facilities available on both East and West Falkland. Or maintaining the excellent relationships with the Islanders.

What the Mount Pleasant Airport does mean, of course, is that the size of the garrison can be reduced now that means of rapid reinforcement is there.

The Laing-Mowlem-Amey Roadstone Construction consortium, awarded the contract by Property Services Agency, had every right to feel proud when Prince Andrew unveiled the commemorative plaque.

In 18 months the LMA pioneers, set off knowing there was nothing in the building sense in the Falklands apart from water and rock, and now see a £215,000,000 dream come true — a runway and some buildings completed on time.

Continued page 26

Top: Two men of The Royal Welch Fusiliers watch the first passenger carrying Tristar leave Mount Pleasant. Right: Secretary of State for Defence Mr Michael Heseltine on the Tristar flight deck on the in-bound journey

Editor Peter Howard and photographer Paul Haley (who was with the Task Force) return to the Islands they have come to know quite well.



This plaque was unveiled by

HRH The Prince Andrew

to commemorate the start of
flying operations on 12th May 1985

From page 25

Elsewhere in the world it could have taken four years or more.

The Civil Commissioner, Sir Rex Hunt, paid tribute to the Government for their farsightedness in taking the decision to build the airport and also to "the Servicemen who, during its building, defended, transported and sustained us, always under difficult and often under hazardous conditions.

"In particular, I salute the brave aircrews of the Royal Air Force, the Fleet Air Arm and the Army Air Corps, several of whom have lost their lives since the war patrolling these skies". A timely reminder that life can be dangerous even when the fighting is done.

One of the many aircrew who saw action three years ago and has now returned is, of course, the man who opened the airport — Prince Andrew.

"Life on the Islands will undoubtedly change but let us hope it will not lose any of its unique quality, and that the developments and improvements will take place at a scale and pace that are in harmony with conditions and lifestyles," he said.

"I am optimistic and I think we can be confident that these marvellous islands over which I have spent many happy hours flying recently, will flourish and develop."

Many people, not least Lord Shackleton — the sight of wide bodied jets at Mount Pleasant was a delight for him — will watch the development of the Falkland Islands with great interest.

Yet, as Secretary of State for Defence Mr Michael Heseltine said in his speech at the opening ceremony — "without security there can be no long term development of the islands.

"The airport also exemplifies the exclusively defensive and deterrent nature of our military posture. This facility is necessary for the efficient and effective defence of the Falklands," Mr Heseltine told the many inhabitants who turned up for the big day.

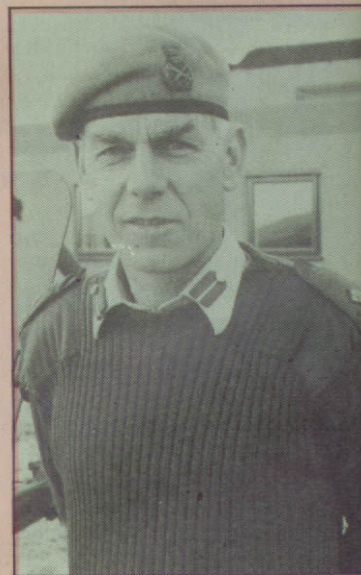
No-one is saying, rightly enough, just what the airport will mean in terms of numbers where force reduction is concerned.

The current average tour of four months on the islands means a rapid turnover which is almost bewildering for the locals. Yet as they regularly point out in San Carlos or Stanley... "we would much rather have British ships,

MOUNT PLEASANT AIRPORT:



Tristar take-off, framed by portable steps and a Chinook. Left: Returning troops enjoying British Airways 747 comfort



Major General Peter de la Billiere: "Morale is high"

IT WAS in June 1983 that the world learned the LMA consortium had been given by PSA the contract for Mount Pleasant and the estimated cost for the airport project at September 1984 prices was £276,000,000 with a further £119,000,000 for the Army facilities and port, a contract won by Wimpey/Taylor Woodrow.

Phase One, the 8,500 foot runway was built on schedule. Phase Two takes in a second runway and associated airport facilities and is due for completion early next year with work on the Army facilities following early in 1987.

The LMA consortium acquired two ships buying the 13,000 ton Merchant Providence which took the first men and equipment to the Falklands, where it was 'bolted' to the shore and served as a floating jetty head and accommodation. The 8,000 ton England was chartered from Cunard and played a crucial role transporting men and material from South Africa, where the British workforce flew on the first part of their journey.

By April this year 9,000 passengers had been carried and England had travelled more than 150,000 miles. In the same time, four chartered cargo vessels had moved some 513,000 tonnes of materials and there were over 850 major items of construction plant on site worth over £25,000,000.

This plant enabled the workforce to quarry 1,500,000 tonnes of stone.

At its peak, the workforce totalled more than 2,000 (including 300 women working a minimum 60-hour-six day week. Before they had completed the road from Mount Pleasant to Stanley, a workers valiant football team took five hours to reach the capital... and were beaten 11-0 by one of the Army units!

jets and soldiers than see the Argentines back."

For some soldiers, return trips to the South Atlantic come round more frequently than for others. Specialists like the port operators and Rapier men are more likely to go back more often than, say, infantry.

In three years conditions have improved tremendously and when Mount Pleasant is complete recreational facilities should be much better as well. Yet nothing can alter the fact that it is a long way from home and the Islands while having much to offer, do not compare with Germany or Hong Kong in offering the off-base life to fascinate

A magnificent achievement in a fast-changing scene

many young men.

Despite all this, General de la Billiere is convinced morale is high — and few people get around and talk to men as he does. He makes a point of dropping in on the men — and women — of the three Services as often as possible.

Says the Commander: "Morale in the Islands is particularly high because people have a worthwhile task to do which is operational in nature and very demanding in the time that it takes, so there is very little time for Servicemen to concern themselves about their own problems.

"That said, it must be recognised that every Serviceman here is 8,000 miles away from home and would far rather be back at home with his family. So when you go round and talk to them this is one of the points of major concern but they don't allow that (and I think this is to their credit) to interfere with their determination to get on with their jobs"

As the General says, anyone revisiting the Islands can see the tremendous improvements that have taken place. Something I can vouch for.

I talked to numerous men returning on the first British Airways 747 to leave Mount Pleasant for home — and apart from comfort and hot meals they enjoyed piped music or some of the latest films, including '2010' and 'Passage to India.'

A sharp contrast to the long Hercules flight or sea voyage from Ascension on the way out.

Yet there is one more improvement Commander British Forces would like to see.

"Having told you that the separation from families is a matter that most concerns the men, the one facility that I would like to see introduced in order to alleviate this problem is some form of concessional cut rate of telephone calls to families back in Germany and in the United Kingdom," he said.

At present, the cost is \$1.50 a minute — not bad for a quick 'hello' to tell the family all is well, but if a wife at home has a problem which needs hubby's advice (car, bank, mortgage) then several calls can be very costly, very quickly.

As the General said: "I think that if we could introduce some concessional support for telephone calls it would be a major contribution towards the well-being and contentment of all the Servicemen on the Islands."

The case is now being studied

The inaugural Tristar being escorted on the last leg by a Phantom of 23 Squadron RAF. Picture taken from a second Phantom by Sqn Ldr Tony Gibson, RAF



by the Ministry of Defence.

For the moment, Mount Pleasant marks another important step forward, another improvement. If the second and third phases can also be completed on time then everyone involved in the project will have cause for pride.

As one Army officer said of the civilian workforce: "Even the most severe critic of the scheme must acknowledge that what has been achieved here is fantastic".

Which is just what civilians were saying of the Task Force three years ago...

NEXT ISSUE:

More Falklands features and pictures including a detailed look at 1st Battalion The Royal Welch Fusiliers, Falkland Intermediate Port and Storage System and the most popular — the "posties"!



Prince Andrew talks to Falkland Islands Defence Force Members Staff Sergeant Les Harris and Privates Rosemary Allen and Vivienne Perkins

FALKLAND ISLANDS — THEN AND NOW



DARWIN

1982

The padre still calls! The picture left was taken in the home of Mr Brook and Mrs Eileen Hardcastle in 1982 after the battle for Goose Green and the Hardcastles are seen (second and third from left) with neighbours and friends and padre Father Alf Hayes. The Hardcastles looked after lots of soldiers and pressmen — including Paul Haley.

The picture below is the same setting, different year and time as the Hardcastles welcomed Mr David A Britton, Managing Director Falkland Islands Company, and Captain Nick Pedley and padre Reverend Paul Cattermole of 1st Battalion The Royal Welch Fusiliers.

Below left: The Goose Green playground, showing an Argentine rocket launcher mounted on the children's slide. Experts say it was a good job the unwelcome visitors didn't fire their contraption! Below right: Goose Green children have welcomed the return of the slide to its proper use — and 1st Battalion The Royal Scots refurbished it for them.



DARWIN

1985



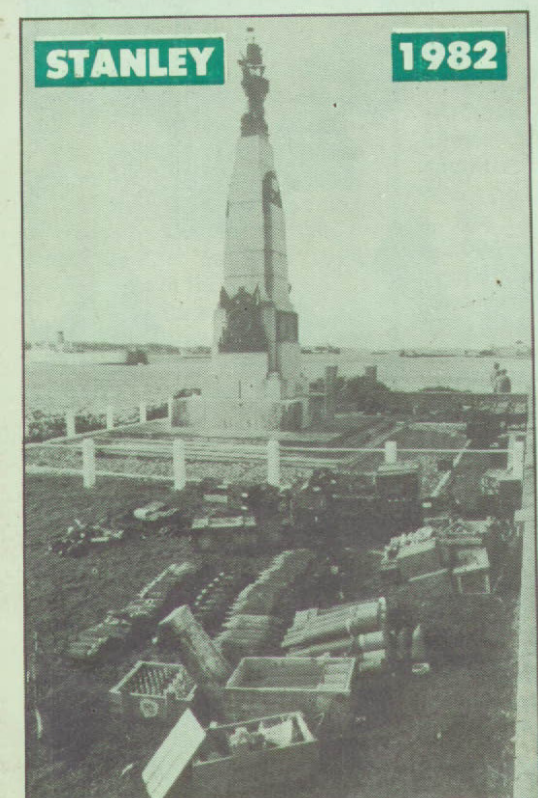
GOOSE GREEN

1982



GOOSE GREEN

1985



STANLEY

1982



STANLEY

1985

The memorial in Stanley to the men and ships who earned glory in World War 1 off the Falklands — a monument surrounded with ships and equipment from the 1982 campaign. Above: the memorial now. Ammunition, weapons and ships have gone and the harbour is as residents remember it from pre-1982 days.



PAUL HALEY, pictured on Goat Ridge in June 1982, travelled for the first time to the Falkland Islands with 5 Brigade in Queen Elizabeth 2, landed from Canberra in San Carlos, saw the aftermath of 2nd Battalion The Parachute Regiment's brilliant action at Darwin and Goose Green, survived Argentine shelling of Mount Tumbledown (where he heard news of the cease-fire) and marched into Stanley with the liberating soldiers. His pictures were used not only in *SOLDIER* but appeared throughout the world —

and have continued to do so in part-work magazines and books.

Initially, Paul did not look forward to returning to the Falklands after his traumatic experiences but as soon as he set foot on the new Mount Pleasant airport said: "I'm glad I came now".

After a short visit, seeing some of the old sites and some more new ones, he summed up: "I was surprised when looking at the new minefield maps that I had unknowingly walked through three of them — two between Darwin and Goose Green and one near

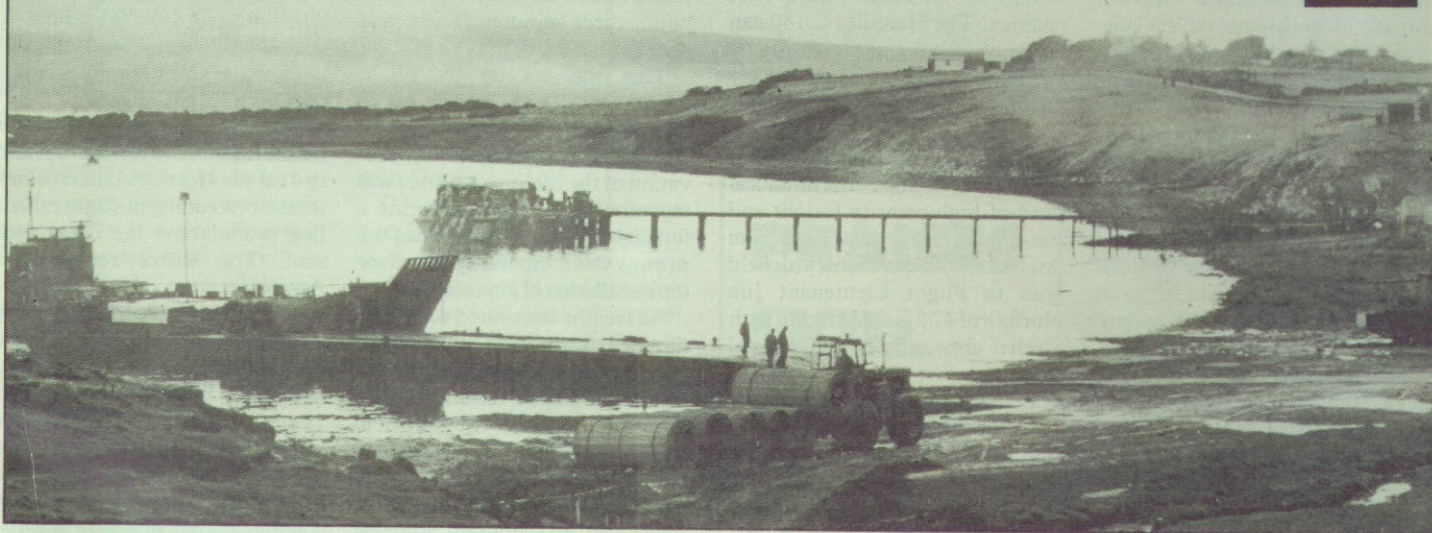
Tumbledown. Had I known then what I know now I would have taken more care where I trod!

"So much has changed, especially for the Islanders. Stanley was a mess when I left for home last time, now it looks so much better.

When the fighting was over, Paul was accommodated by Stanley residents Bob and Rose Peart — who looked after the *SOLDIER* team this time for a couple of nights. "That's something that hasn't changed. It was good to see the Pearts again — as warm and as welcoming as ever!"

SAN CARLOS

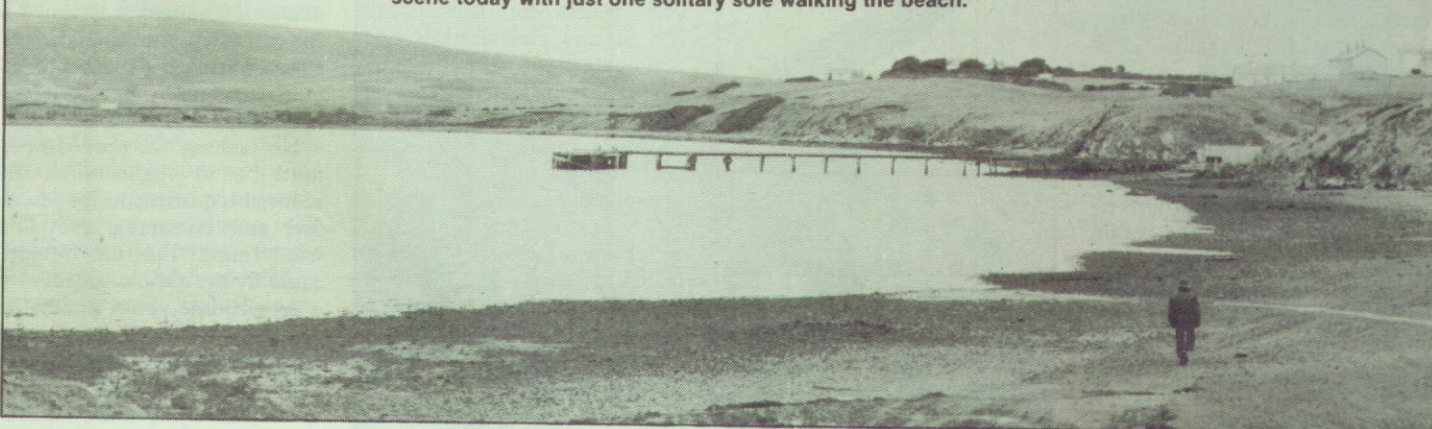
1982



SAN CARLOS

Landing craft, men and equipment continue the on-shore build up for the defeat of the Argentine forces at Blue Beach 2. The scene today with just one solitary sole walking the beach.

1985



GOOSE GREEN

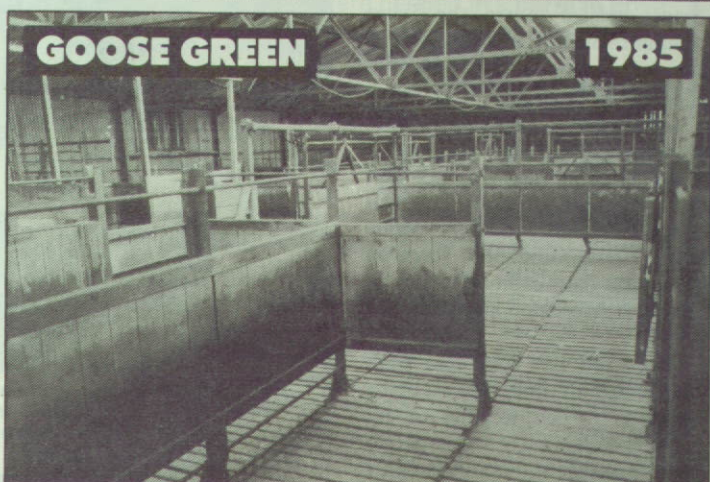
1982



Sullen, disconsolate Argentine prisoners accommodated in the Goose Green sheep-shearing sheds.

GOOSE GREEN

1985



The same sheds now. Clean, silent — and ready for the invasion by thousands of sheep around November time.

MIGHTY HERCULES!

THREE YEARS ago this month, of necessity, the world's most spartan and passenger-punishing scheduled 'airline' service started operations in the windswept southern hemisphere.

A new transatlantic service, already of worldwide repute elsewhere for reliability, making few commodious concessions to personal status except for the Prime Minister and her Cabinet colleagues.

But a service that was to strive in improving passenger comfort seven miles high with rail-mounted individual reading lights, two-inch thick foam cushions and personal flasks of hot tea amid the standard red-coloured canvas rigged seating.

A snack box service and in-flight needs attended to by seasoned 'cabin' crews of strict but good-humoured senior NCOs including three female Air Loadmasters (ALMs).

A service, again by dint of need, which turned some of the RAF's venerable and versatile turbo-prop powered Hercules transport aircraft, already in service for 15 years, into flying filling stations...for mid-air refuelling of one another.

Now, the frequent Ascension Island to the Falkland Islands Hercules-mounted airbridge is all but over. The more glamorous and fanfared wide-bodied, all-jet Tri-Star will be taking the strain instead.

Rapid roulement of Army personnel and logistic re-supply in the three years since the fighting stopped would have been high impossible without the aircrews, movements staff, ground support teams and, of course, the flying machines of RAF Lyneham's four resident Hercules squadrons.

For, from April 1982 until March of this year, the globe-trotting Hercules, more associated with exercise deployments and famine relief operations, had made 925 flights totalling 19,000 hours' flying time, both ways, on the 3,400-nautical mile airbridge between Ascension and the Falklands.

Some 90 per cent had been completed on time, the rest being delayed by bad weather or for technical reasons. In this period of continual air shuttle, some 17,000 passengers and 6,200 metric tons of freight were carried.

By Graham Smith

Average flight time southwards from the mid-Atlantic staging post of Wideawake airfield in Ascension is 13 hours by Hercules but only ten hours on return from Port Stanley. The Hercules C.130 can carry 25,000 lbs of freight or 60 passengers, the latter being actively encouraged to see the mid-air 'top-up'.

The record book of honour of starting the vital airborne umbilical cord of high priority freight and passengers on a regular basis from Ascension to Port Stanley airfield goes to Flight Lieutenant Jim Norfolk of 47 Squadron who, with a relief crew, achieved the aerial milestone just ten days after the ceasefire on June 24, 1982.

In the ten days before the feat, the RAF Hercules air-dropped supplies on nearby Dropping Zones (DZs) which had been cleared of their mines.

By comparison, re-supply of men and material by sea would

have taken 14 days.

Over the past three years the Hercules airbridge has turned out not only to be the most intensive air transport effort by the RAF since the Berlin Airlift but also created what is thought to be a world record Hercules flight of 28 hours three minutes. There and back!

This was set up by Flight Lieutenant Terry Locke of 70 Squadron.

Another flying technique innovation of the lifeline airbridge was ingeniously carried out during a fortnight in August 1982 when the runway was temporarily closed for the installation of a special overlay.

As freight continued to be air-dropped the mail was...scooped up. Mail bags were hooked up at low level and a 'snatch' technique used. This way, a regular two-way mail service for British Service personnel was maintained.

A typical Hercules airbridge sortie was an elaborate affair as aircraft set off for the half-day flight south across the Atlantic breakers.

Passengers and aircrew had to be prepared for what lay in store. Passengers boarding in a sweltering island setting might be disembarking in severe sub-zero temperatures by contrast.

On a typical sortie, the Hercules airbridge 'tanker' — it can carry 90,000lbs or 112,000 gallons of fuel — left first followed one hour later by the sister Hercules transport with its passengers.

Shortly afterwards, a Victor tanker took off to a rendezvous and re-fuel the Hercules tanker which totes a protruding in-flight refuelling probe above the flight deck roof. The Victor returned to Ascension.

About six hours and some 1,600 nautical miles out from Ascension, the airbridge transport is refuelled at 4,000 lbs-a-minute by the Hercules tanker in a 'toboggan' mode, or a diving movement. This way facilitates the union between the searching roof-mounted probe and the swaying, receptive 'shuttlecock' basket from the Hercules in front.

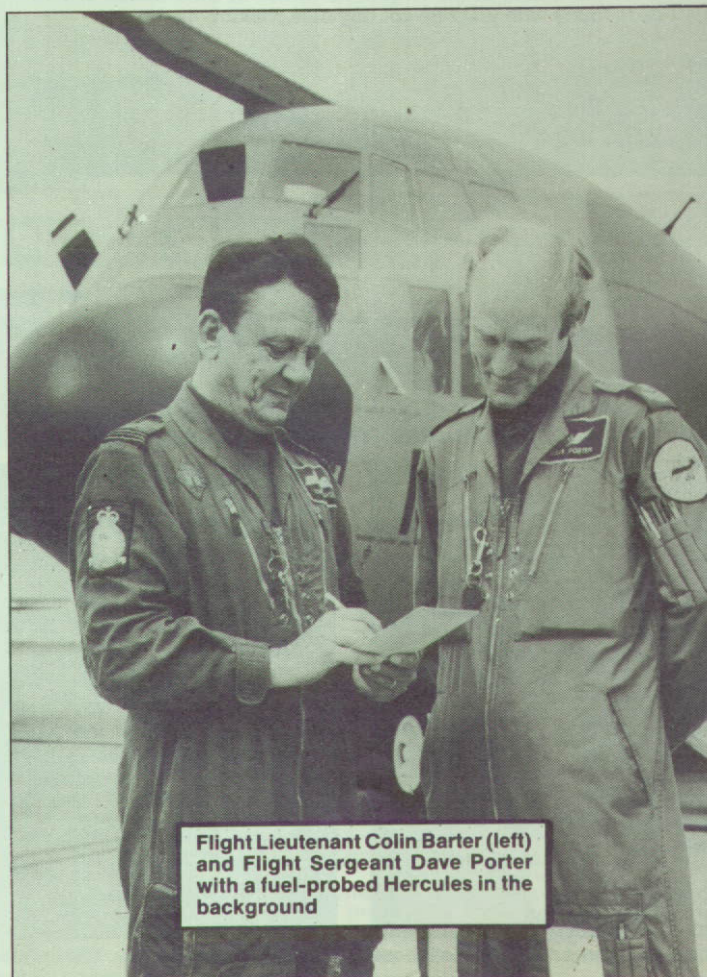
The sequence took about 15 minutes. The tanker returned to Ascension and the refuelled passenger airbridge Hercules continued for the next seven hours on its way to Port Stanley.

No 'tanking' was needed on the north-bound flights since the reduced requirements for reserve fuel and favourable prevailing winds meant that the Hercules could fly the route unaided.

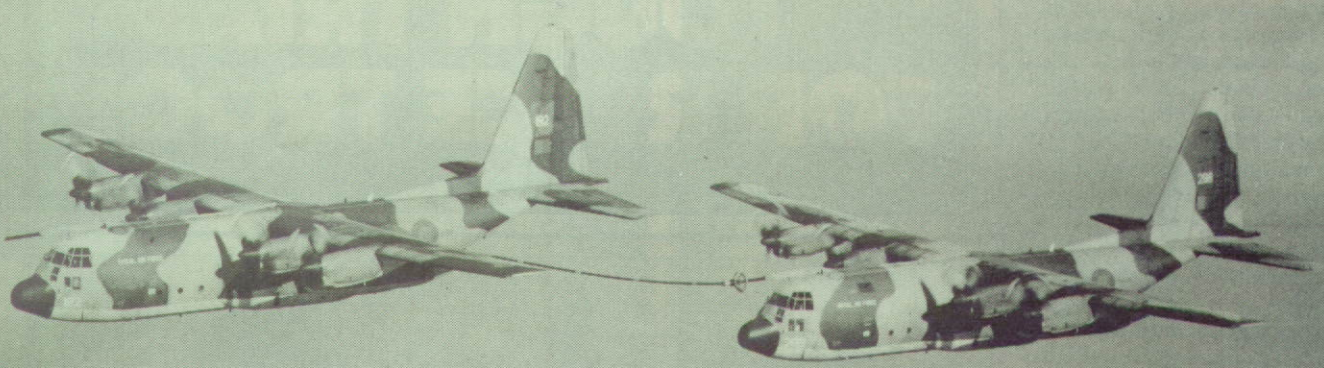
As airborne petrol pumps the Ascension-based Hercules transports, from April 1982 until March of this year, made 843 flights with 8,000 hours' flying time while those detached from Lyneham to the Falklands carried out 1,061 flights totalling 3,500 hours in the air. Their role: refuelling air defence fighters on maritime reconnaissance patrols within the Falkland Islands Protected Zone (FIPZ).

One of the Hercules captains with some 700 hours involvement at both locations — Ascension and Port Stanley — in the airbridge tasks is Flight Lieutenant Colin Barter, of 30 Squadron, a veteran of a 4½-month long stint in Port Stanley, no stranger to 30 hours off in a 21-day flying cycle 8,000 miles from home and the more lenient Lyneham schedules.

A pilot of some 3,000 hours on Hercules, Flt Lt Barter has done



Flight Lieutenant Colin Barter (left) and Flight Sergeant Dave Porter with a fuel-probed Hercules in the background



'Enormous respect ... for that chunky, solid workhorse'

five three-week tanker detachments at Ascension and a detachment at Port Stanley in 14 months.

"Air-to-air tanking is hard work, three weeks at a time and Port Stanley is very hard work," he recalled. "In a 21-day cycle you finished at 10 a.m. until tea-time the next day."

Flight Sergeant Dave Porter, a 30 Sqn Air Loadmaster, said: "The hardest part of the refuelling was getting the probe into the basket. As passengers, the Army lads gave us no problems."

"On occasions there have been some senior officers who got very frightened when we refuelled from Hercules tankers from as close as 40 feet. But we always made a point of inviting the passengers to see some part of the refuelling process."

One of RAF Lyneham's three female Air Loadmasters, Flight Sergeant Isobel Booker with some 270 hours airbridge and, lately, Port Stanley experience, said: "Sometimes we carried female passengers and they were glad to have us around, feeling a bit embarrassed when using the basic toilet facilities."

"During the airbridge activities Numbers 24 and 30 Squadrons from Lyneham did most of the tanking role while Numbers 47 and 70 carried out the bulk of the airbridge work, said Flt Lt Barter.

Flight Lieutenant Jim Stewart, Ops Officer with UKMAMS (United Kingdom Air Movements Squadron), a unit with 14 six-man teams, said: "The Falklands airbridge has been a vast commitment and a drain on the UKMAMS disposition of personnel considering other worldwide operations at the same time, such as Ethiopia."

"At one time we had a dozen men on the four-month-long detachment in Port Stanley and another 14 personnel on the six-month stay on Ascension. In the past three years I suppose every

one of the men in the flights within the squadron has put in time in both locations."

It was the Falklands airbridge aircraft that brought home some of the spoils or trophies of war from the actions in the fighting of '82. Items like parts of aircraft, helicopters, field guns and an American-built Argentinian radar unit complete with three cabins.

It was the Falklands airbridge aircraft that flew in the humanitarian role, too. The ferrying of fresh strawberries and cream from the UK via Ascension to the survivors of the ill-fated HMS Sheffield.

It was the Falklands airbridge aircraft that maintained vital entertainment links with the UK for the cheer of those serving in the southernmost stretches of the South Atlantic with showbiz people such as Harry Secombe, Iris Williams, Jim Davidson and Combined Services Entertainment (CSE) stars.

Flt Lt Stewart reminisced: "At one time the airbridge mounted just one flight a day, then it rose to five a day. When I left it was back to five a day."

As SOLDIER went to press the scheme was to have two airbridge Hercules links a week starting from Lyneham...carrying freight to the Falklands. They will still use Port Stanley airfield until Mount Pleasant becomes fully operational next year.

Sergeant Derek Barron, of UKMAMS dourly put the airbridge role into some sort of perspective when he said: "It's a job we've always been doing, mainly on exercise. This time, we have been doing it for real and to much tighter limits."

'Loadie' Flt Sgt Dave Porter said, with a smile: "I have no doubt the our passengers will be glad to see the back of the airbridge Hercs now TriStar is in. We are pleased for them, too."

GENERAL THORNE PRAISES SKILL OF THE HERC. CREWS



MAJOR GENERAL SIR DAVID THORNE, now Commander 1st Armoured Division, BAOR, was the first Commander British Forces Falkland Islands after the fighting.

He says: "I count it as a great privilege to be asked to express my appreciation of value of the Falkland Islands airbridge."

"In the difficult circumstances which existed in the first ten months after the war, the airbridge was of critical importance. It provided our immediate daily link with home 8,000 miles away. It brought urgently needed spares for aircraft, for rock crushers and even, on occasions, for ships."

"It brought people who were needed in a hurry to drive forward events or provided people for essential support. It took back those who needed to go home."

"If the daily airbridge failed to get through we all felt a setback — islanders, soldiers, sailors, airmen and merchant mariners alike."

"So difficult was the task performed by the C.130 Hercules aircraft, because of the great distances, the complex and demanding air refuelling process and, above all, the weather conditions of the Falkland Islands, that for many months on average, one aircraft in six had to turn back."

"Those who travelled in the Hercules, from Prime Minister to private soldier alike, gained enormous respect for that chunky, solid workhorse of an aircraft and for officers and men of the Royal Air Force who made the airbridge operations succeed through their skill and determination."

"We depended on the Royal Air Force for this vital link and their response to this challenge was outstanding. We owe them all a great debt."

DURING an exacting two weeks in the field, soldiers of 4th Armoured Division's close reconnaissance troops and platoons found that outstanding results were not so elusive as the hero after whom their exercise was code-named — the Scarlet Pimpernel.

The first large-scale Divisional Reconnaissance Concentration to be staged in BAOR in recent years, the exercise took place in challenging countryside around Marienmunster, south-east of Detmold.

Run on rigorous but imaginative lines by The Blues and Royals, the scenario was realistically played out across 900 square kilometres of rugged undulating terrain.

For the soldiers in the field, reducing the risk while boosting the combat options was essentially a 96-hour-long ordeal with little let-up in the pace and with the programmed odds anything but in their favour.

Major Tim Sullivan, RHG/D, explained "In my view as the exercise planner and coordinator the situation has to be doubly difficult for the forces on the ground to gain maximum benefit. Anything less would be a waste of time."

With every facet of the comprehensive reconnaissance role of each unit placed under meticulous scrutiny within the space of four days, free time for either the 300 back-up and directing staffs or their 'students' was an unknown luxury.

Troops or platoons equipped with their fast Scimitar or Scorpion tracked armoured fighting vehicles were put through four stands each lasting a hectic 24 hours, known by the key terms: 'observation post', 'tactical withdrawal', 'rear area' and 'advance'.

Framed within those areas a dozen demanding elements were practised round-the-clock ranging

TOUGH TRIAL FOR RECCE TROOPS



from the whole spectrum of troop tactics in both the advance and defence roles to night operations and NBC drill.

But no simulated combat situation would be complete without a sizeable casualty problem to resolve. And 'Scarlet Pimpernel' certainly had its built-in share.

While first-aid procedures were closely monitored it was the crucial first reactions and follow-up measures demonstrated by the troop leaders and platoon commanders that occupied military controllers most.

A direct-hit air-strike by swooping 'enemy' Harriers on an Ambulance Exchange Point on the fringe of a wood was the dramatic unexpected backdrop that met hard-pressed 'commanders' purposely briefed with the flimsiest

The planner. Major Tim Sullivan, who masterminded the exercise

of facts. Their mission orders were explicit: "Secure and do what you can to assist."

The detailed picture of mock devastation that awaited the soldiers would have earned acclaim even for a movie film studio. Armoured ambulances blared out their warning wail while scattered amid the smoking ruins lay the crumpled figures of 'injured' soldiers. But there are similarity with the silver screen abruptly stopped. For the short one-act performance had an uncompromising hard-nosed production motive of its own where profit was measured by the valuable experience gained. The medic in charge, Sergeant 'Dinger' Bell RAMC, who devised the situation, put in into cold clinical perspective.

"We created a multiple disaster that would test even the most case-hardened medic. But it was

On the look out. Scorpion driver Trooper Mark Hoare and vehicle commander Lance Corporal of Horse Michael Flynn

essential. For recce troops passing through the stands only get out what is contributed in terms of experience and effort.

"What I was keeping watch for was the overall control and command of the men shown by the various troop platoon leaders. If they forge ahead in that field then the first-aid requirements usually follow on without a hitch.

"Although we didn't make an assessment it was clear they were more than capable of coping with unplanned difficulties."

Typical of those put through their paces at the Exchange Point was Scorpion Crew Commander 26-year-old Corporal Chris Taskis from 3rd Battalion The Royal Tank Regiment.



Fast fuel injectors. Trooper Wayne Doyle (left) and Driver Barry Hood top up the jerry cans for thirsty recce vehicles

Like his contemporaries he came through with flying colours, but equally was taken back at the extent of the gruelling casualty operation.

"It was quite something," he said, catching his breath before joining the debriefing session. "On arrival I tried immediately to sort

out the wounded from the dazed and then call up an air-lift to evacuate the worst. It was a hard task but we learned a lot. That was the important thing."

It was an on-the-spot assessment strongly echoed by the Director of Ex Scarlet Pimpernel, Brigadier Gary Barnett, Commander 20 Armoured Brigade.

"All the soldiers I've spoken to without exception have said they've



First aid from a masked medic for an ambulanceman 'critically injured' during an air strike

learned a tremendous amount. It's been a big task of course, and it is never easy for a Battle Group commander to lay on an exercise of this magnitude, because he does not have the facilities for doing it, such as the enemy, control staffs and communications.

"That is the great advantage of concentrating all the assets to train the recce troops and platoons in the Division with an exercise such

as this. By so doing we have sharpened and strengthened their extensive skills. It's as simple and successful as that," said the Brigadier.

It was a conclusion indicating that 4th Armoured Division's reconnaissance capability in detecting, recognising and targetting a threat will continue to keep them that one decisive step ahead of any potential foe.



Waved through. A Scimitar from 1st Battalion The Royal Scots gets the go ahead from Corporal of Horse David Miller of the Directing Staff

MEDALS WERE A SOBERING THOUGHT

LEN MATTHEWS reckons he has the finest collection of medals in the world — not those issued for bravery, (although he collects those too), but ones which were awarded for laying off the booze!

The idea of giving someone a medal for abstaining from alcohol seems bizarre today but the modern soldier is a model of sobriety compared with those who took the Queen's Shilling back in Victorian times, or even earlier.

In the Peninsular War, for instance, it was revealed by a Captain Bowles in his book 'Wellington and his Army' that: "there was hardly a non-commissioned officer or private who was not brutally intoxicated once or twice a week. The greater part were constantly so. No less than 27 men were flogged one morning in one regiment for being drunk on duty."

Officers, too, sank it with the best of them. Sir James McGrigor says a bottle of port a head was the average ration at dinner in Victorian messes but when there were guests "the dose was doubled and with it a proportion of sherry, claret and champagne besides."

Eventually temperance campaigners began to move into the Army in earnest and in 1857 the National Temperance League put a temperance missionary into the new garrison at Aldershot.

Garrison and Regimental Temperance Societies were formed throughout the Service within a few years.

The Soldiers' Total Abstinence Association appeared in 1862 and this was reformed into the Army Temperance Association by Field Marshal Earl Roberts when Commander-in-chief in India in 1888. Five years later the Association was launched at home with an

annual Government grant of £500.

Its objects were stated as: 'The promotion of sobriety in the British Army at home and abroad through the formation of branches, whose objects is to establish a strong regimental opinion in favour of strict sobriety, uprightness of character, and decency of language in the fear of God.'

In 1902 King Edward VII conferred the prefix Royal and the first Royal Patron was Prince Arthur, Duke of Connaught. The Royal Army Chaplains' Department Museum also has some of the Association's medals and a flag which is rather appropriate as Prince Arthur was original owner of Bagshot Park.

By 1913 the Association had 185 branches with more than 20,000 members — half of which claimed medals for abstinence that year.

During the World War 1 the branches fell by the wayside because of the war effort and when peace came Naafi arrived to replace the rooms which had hitherto been installed to provide recreation and soft drinks and keep soldiers away from pubs.

Thus began a gradual fading away of the Association. It was never formally disbanded but petered out about 30 years ago. Says Mr Matthews: "The last recorded sighting was in 1950."

He started his collection of temperance medals about ten years ago when medal and militaria dealers used to put them in their bargain boxes. "I paid 50 pence for quite a few of them and the dearest cost me £6 or £7. You would not get them for that now as interest has grown and you have got to remember that some of them are solid silver."

His collection of nearly 50 medals comprises 36 from the Army, including 18 Indian issues,



six from the Navy and a few oddities such as the medallion issued to troops in Aldershot which carried the pledge: 'I promise by the help of God to abstain from all intoxicating drink as a beverage.'

Some are named after famous teetotallers such as Lord Roberts and General Sir George White. Variations include special medals for events such as Queen Victoria's Diamond Jubilee and the 1902

Coronation. The phrase 'Watch and Be Sober' appears on the reverse of many of them.

Many of the temperate old soldiers used to wear their temperance medals on their other breast when out on parade. After six months abstinence you got your medals, and bars followed as you continued on the sober path. If you served in a God forsaken place like the Aden hinterland without succumbing to alcoholic thirst you could get a special bar.

A few of Mr Matthews's medals are engraved — presumably by the recipients. He has one for Sergeant Withers of the Hampshires — but there was a surprise for him when he traced the career of one Royal Naval Temperance Society holder.

"I discovered that he was found dead in his hammock at the Royal Naval Barracks at Chatham in 1906. The verdict was death by natural causes but I wouldn't be surprised if he was blind drunk" he told SOLDIER.

Mr Matthews, who lives at Gay Bowers, Black Pond Lane, Farnham, Surrey, would be interested to hear from any SOLDIER reader who has further information on medals which were earned for keeping men rather than powder dry.



Len Matthews and medals: for temperance not bravery

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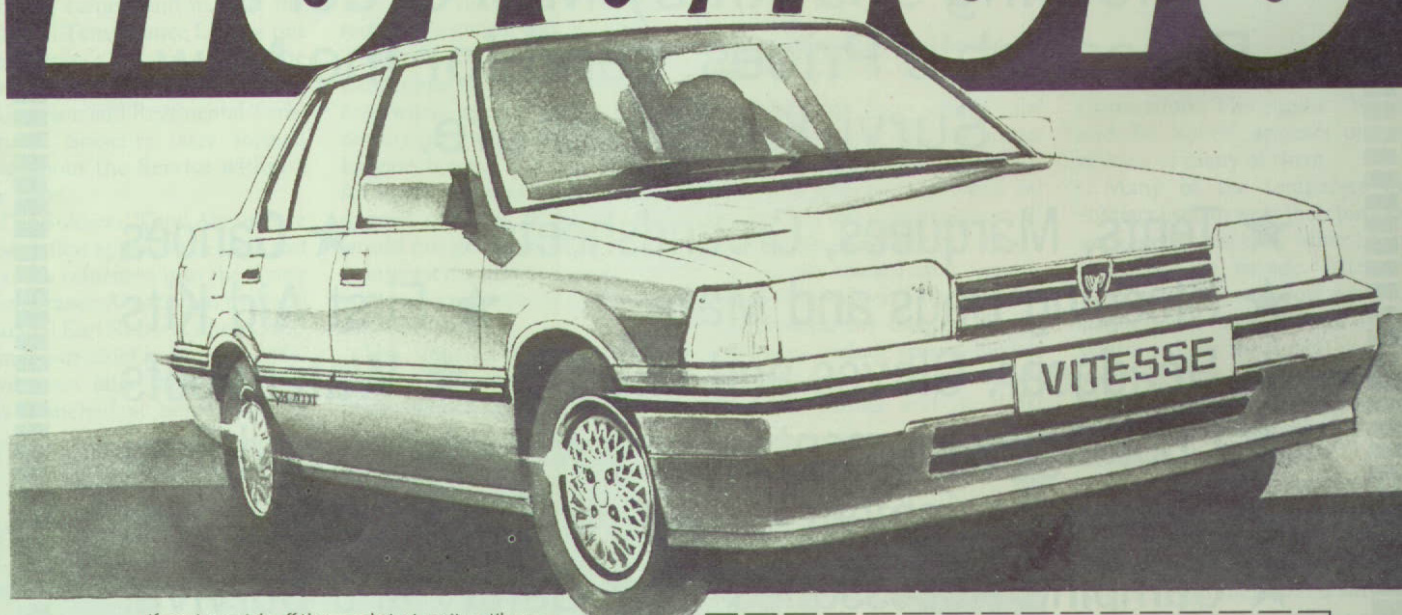
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ON the label of a normal bottle of whisky one may see the mark 75 cl. This means that the bottle contains 75 centilitres or three-quarters of a litre of whisky. There are many abbreviations that are apt to pass unnoticed by the casual observer. One may meet, for example, such contractions as 98.4°F or G12 or GU11 2DU (human body temperature normally, a postal district of Glasgow and the postal code of SOLDIER respectively) and many other contractions.

So here are 25 contractions showing letters and figures. All YOU have to do is tell us what they represent or represented. It is obvious that some contractions will produce more than one answer (this is allowed for) but we have tried to arrange them so that the answer is fairly obvious — though a little research may be needed. Send in your list, numbered 1-25 and you could win £50.

The rules of the competition remain the same. It is open to all readers at home and overseas and the closing date is Friday 2 August. The answers and winner's name will be announced in our issue of 26 August.

More than one entry can be submitted but each must be accompanied by a 'Competition 365' label.

In the case of a tie, the winner will be drawn by lots. No correspondence can be entered into.

Send your answers by post card or letter with the 'Competition 365' label to: Prize Competition SOLDIER, Ordnance Road, Aldershot, Hants, GU11 2DU.



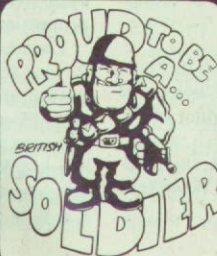
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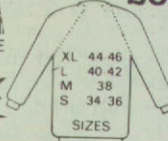
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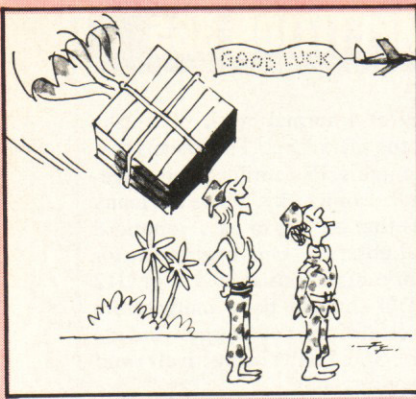
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All can now be revealed, for those who took a little too seriously **SOLDIER'S** stories about the introduction of drug sniffing pigs into Army operations in Cyprus and the Red Devils free-falling from Concorde at 29,000 feet (see **SOLDIER'S** first issue during April).

Yes, there were some who themselves fell for names like Captain Willie Leggett-Quicke and Squadron Leader I M Mainley-Catfour who featured in our April Fools spoofs.

SOLDIER received one request from a continental magazine for permission to reproduce the sniffer pigs story, and another request from nearer at home for the Concorde parachuting story to be used as manufacturer's publicity material.

And one complaint that the spoof stories wasted space!

To those who did not like our send-ups or were embarrassed by them, **SOLDIER** apologises.

They were certainly appreciated by some — as the following letters show...

SHORT CUT

Your recent story 'Magnificent First For Red Devils in April' was very interesting. Squadron Leader I M Mainley-Catfour is well remembered for his daring feat here in Gibraltar; he took a Jaguar through the Rock, via the Dockyard Tunnel, as he had to save the time normally taken in flying around the Rock as is the normal procedure.

It is unfortunate that the Hang-Gliding Rock Ape, who was positioned on the after-burner and thus couldn't see where he was going, decided to jump off half way through the tunnel, in HALO gear, carrying a pair of water skis and a (luckily) unarmed Exocet Missile, but he was given a military funeral with full honours by the Red Devils and did not go in vain as the tunnel is now considerably wider.

The Squadron Leader was posted soon after these events, which also took place on the 1st of April!

Yours sincerely, and still enjoying **SOLDIER**. — **Garth Peto (ex-W01 RAPC), Estate Warden, MQAS, FHQ & Admin Unit, Gibraltar, BFPO 52.**

MAIL DROP

FOOL-ISH?

I am sure many readers enjoyed the article in the April edition describing the 'Red Devils' high altitude parachute descent from Concorde. The team should be congratulated on a first class effort, both for performance, initiative and imagination.

However, whilst it is good to read of such exploits, I really must question the publication of the article on the grounds of security. No doubt Soviet desk officers in Moscow consider their subscription well spent, and whilst the writer was clearly very security conscious it was still possible to read very much between the lines! Do we not give too much away through the medium of **SOLDIER** and other Service Magazines? Perhaps other readers will have views on this.

Incidentally, I was delighted to see a reference to Squadron Leader Mainley-Catfour. He comes from a distinguished RAF family, and when in my youth I remember his Uncle, Squadron Leader 'Rockfist' Rogan DFC, who used to fly Spitfires in World War 2. He also, I believe, boxed for the RAF and like his nephew, never quite knew what was going on! — **Brigadier (Retd) Rory Walker, Vice President, Army Parachute Association, Army Headquarters Scotland, Edinburgh, EH1 2YX.**

U2 JUMP

The dare-devil mission in **SOLDIER** describing the HALO/CONCORDE trial could not be claimed as a first since I and two others, Maj (now Brigadier) O U Demmitt, and L/Cpl Gordon Bennett jumped from a U2 (R1) over Ture in Saychebell during a little known operation to deliver the freshly minted Crown Jewels to the island's new imperial ruler in time for the independence ceremony to take place two years ago. Since the Island's rocky Government was overthrown before noon on their first day of independence the facts can be revealed without fear of embarrassment. — **U R Horfall, Major S05 (T) A/GEN, RUSE, Digair, Dorset.**

INFANTRYMAN?

I refer to the item headed 'A Grumble' in Mail Drop 25 Feb. In supporting Major Blackburn at the lack of accuracy shown in one of the photographs in **SOLDIER** 14 Feb, in respect of the Tercentenary Tribute, I would point out the initial inaccuracy. It is said to depict Cpl Thomas, 4th Royal Irish Dragoon Guards firing the first shot in battle by the British in the 1914/18 war.

The soldier therein is dressed and equipped as an infantryman — instead of the pants, puttees, spurs, bandolier etc of the cavalryman. Further I doubt that in the action at dawn that August morning in 1914, the men of the Blue Horse or any other cavalry regiment would have bayonets fixed to their rifles.

I had thought that the fact that "someone had blundered" would have caused some reaction from an ex-member of either the regiment or its descendant 4/7 RDG. — **JA Ward, 9 Southfield Gardens West, Edinburgh, EH15 1RL.**

SAFETY STRAPS?

The new Mk 6 helmet (6 May) looks a big improvement, but I remember reading of a similar American ballistic nylon helmet which in arctic climes shattered under impact! Also I wonder if it has safety snaps which release, if it is grabbed from behind to break the occupant's neck, Commando style. — **M R Halliday, 291 Broadway, Manchester.**

SA80 AGAIN...

To introduce the Lee Enfields for ceremonial occasions would make the Guards look very amateurish.

The SA80 should be issued for ceremonial because it gives the message that the British Army can put on these occasions and it still has the modern weapons to fight with.

The Guards may have enough on their plate converting to SA80 from the SLR, let alone giving them the Lee Enfields as well. — **Owen Dudge, 30 Orchard Grove, Upper Stratton, Swindon, Wilts, SN2 6QR.**

AND AGAIN...

In **SOLDIER** 11 February, it is stated by WO2 Drill Sergeant Vincent McEllin that any drill position which was possible with the SLR is feasible with the SA80. However, after consulting with friends (who are all Army personnel) I found as I had previously suspected that the Reverse Arms (at the attention) as used at funerals was not feasible. As is also mentioned by WO2 McEllin, the tip of the SA80's barrel cannot be rested on the ground.

Though I feel that the SLR should be retained as the British Army's drill rifle, I would be interested in any answer which can be given to this problem — **Nigel Rylatt, 24 Croft Cottage, Near Bank, Shelley, Nr Huddersfield, West Yorkshire.**

AND AGAIN

Bearskin, red tunic, polished buttons, SA80 rifle. No, it really will look out of place, if used for the trooping of the colour. A first class weapon, it may be. But please keep the SLR for ceremonials. — **D V J Flack, 46 Westfield Rd Surbiton, Surrey.**

BIGGEST BAILEY?

As a regular subscriber to **SOLDIER**, I was interested in the feature on 37 (FI) Engineer Regiment. I was with 37 Army Engineer Regiment, later 37 Corps Engineer Regiment, in 1953 and 1954 in Osnabruck. The Regiment comprised 33, 34 and 40 Field Squadrons, and together with 39 Corps Engineer Regiment and 41st Field Park Squadron made the 11th Engineer Group.

I was Chief Clerk with 40 Field Squadron, and obviously the traditions of the Regiment have been maintained, because in 1953 the Regiment was to the fore in providing aid to the Dutch when the sea overran the dykes, and in 1954 we built a quadruple truss standard widened Bailey bridge over the River Maas at Well, Holland. This being 1,385 feet long and weighing 1,200 tons, it was probably the largest

Bailey bridge ever built, and was only removed about three years ago.

I would be interested to hear from any former colleagues of those days, and would also like to know more about the history of 40 Squadron and 37 Regiment prior to 1953. — **Colin Rendell, 5 The Crescent, Barry, South Glamorgan CF6 8LY.**

OOSTERBEEK

With reference to the letter 'Memorial?' from Mr Alan Hartley in **SOLDIER** 20 May, whilst in no way wishing to detract from the courageous battle waged by Colonel Lonsdale at Oosterbeek, his force defended, bravely, the south eastern perimeter. The western perimeter was defended throughout the battle by the 1st Bn The Border Regiment, reinforced from time to time by elements of the Glider Pilot Regiment and the Poles. The south western area was commanded by Major C F O Breese of The Border Regiment, his force, mainly B, D, and elements of Support Company of the Battalion, being known as 'Breese force'.

'Breese force' was responsible for defending and covering the withdrawal of the 1st Airborne Division from attacks from the west. Many of 1 Border whose task was to cover the withdrawal, were left on the north bank of the Rhine at dawn on 26 September. Some managed to hide and swim the river the next night, but many were caught by German patrols.

To quote from a recently published book 'The Devil's Birthday' by Geoffrey Powell: "A very rough measure of the intensity of the fighting in Oosterbeek is given by a count of the British soldiers who died there. It was not in the battalions of 1 Parachute Brigade, as might be expected, that the greater number of men were killed, but in units whose fighting was confined largely to the perimeter battle. The Border Regiment and the Glider Pilot Wing suffered the highest proportion of such losses."

Lonsdale Force and The 1st Bn The Border Regiment covered the withdrawal of the 1st Airborne Division from Oosterbeek. — **R. K. May Col (Retd) Curator, The Border Regiment & King's Own Royal Border Regiment Museum, The Castle, Carlisle CA3 8UR.**

TANK FIRE

Ex-Sergeant Ronald K. Huggins' interesting comments on the demolition of the Wartime Ogbourne St George Army camp in Wiltshire brings back memories of a summer day in 1941 when I was stationed at an adjoining camp at Ogbourne St George with 10 Battery 3rd (Ulster) Searchlight Regiment RA. Our camp was close to the village below the camp of the 2nd Armoured Brigade and one sunny afternoon I noticed smoke rising from the camp above.

Having served in the AFS at Twickenham in 1938/39 I could not resist running up to the camp as I suspected that a building was on fire. On arrival I saw a tank with flames leaping from the cockpit and shells were exploding inside and fragments shooting into the air.

At about the same time the fire

brigade from Marlborough arrived and the firemen stood a safe distance from the tank so that by the time water from their hoses reached the tank it had no effect whatsoever on the fire. As no one from the Armoured Brigade appeared to make a move I grabbed one of the hoses from a fireman and took it to the tank, climbed up on the rear end and at short range poured the water into the tank quickly putting the fire out. Needless to say I remember keeping my head out of range of the opening!

I can remember saying something about a souvenir shell case I could see lying in the tank and being smartly told off by a tank officer who said "Never mind souvenirs, make sure the fire is out". I left the camp quickly with a flea in my ear but feeling rather pleased with myself that a RA Bombardier had done his good deed for the day.

I wonder if any readers were there and can remember the incident. — **Harold W Martin, Vale House, Burley Street, Burley, Ringwood, Hants, BH24 4HQ.**

REPEAT PLEA

Some time last year you were kind enough to publish my letter, and make a comment. I asked that some of the 'Your Cap Badge' articles, especially those of famous 'line' regiments which no longer exist, should be repeated. As a result of that letter, and of your 1983 review of my book, 'Prelude to Battle', which relates very much to some of those regiments, I have had a lot of correspondence. It included considerable support for my plea.

In your issue of 6 May, you printed a number of letters under the heading 'The Day the War in Europe Ended'. Three of those few letters came from men who served in 'line' support regiments (medium machine gun and heavy mortars). I believe that those three regiments (Middlesex, Royal Northumberland Fusiliers and The Manchester Regiment) have all lost their separate identity and cap badge. As far as I know, the only old 'support' line regiment to survive is the Cheshires.

I suggest, again, that a repeat of those articles, concerning these and other such vanished regiments, like the Northampton, The Rifle Brigade, The Ox and Bucks LI, to mention one or two, would be popular with your older subscribers, of whom there appear to

be quite a few. — **Gordon Moore (ex-'Die Hard'), 4 Barrel's Pitch, Chipping Campden, Glos, GL55 6HP.**

MEMORABLE

This year sees the 60th anniversary of a memorable event in the history of the Territorial Army. On 9 May 1925, King George V promulgated a Royal Warrant entitling those who hold the Territorial Decoration to the addition of the letters TD after their name.

In the Commonwealth the letters ED (Efficiency Decoration) follow the recipient's name.

The Sovereign thus recognised the patriotic service rendered by the Territorial Army in time of war and peace alike.

To commemorate this imaginative gesture an edition of numbered commemorative plates has been commissioned by the Gilbey Jubilee Collection and designed under the supervision of Albany Herald of Arms.

I am delighted to say that production has been entrusted to the expert craftsmen and craftswomen at Queen Elizabeth's Foundation for the Disabled in recognition of their outstanding workmanship.

It gives me particular pleasure to be involved in this project as my grandfather, Lord Arthur Grosvenor, was one of the original recipients of the Territorial Decoration. May I please ask holders of the TD or the ED and relations of past holders, to write to me for details. — **Lady Penelope Gilbey, 26 Cambridge St, London, SW1V 4QH.**

PIN-UPS: CONTINUED

As an avid reader of SOLDIER for many years, I think it would be a good thing for the magazine to use pin-ups once again.

I think they would spruce it up and no doubt the public would agree. **J W Ross, 8 Oates Road, Vine Estate, Milehouse, Plymouth, PL2 3EL.**

Call-signs

CE Payne, 33 Southwark Close, Yateley, Camberley, Surrey, is trying to trace Dennis Byrne, a sergeant in the Royal Signals during the early 70s. A regular soldier since about 1963 he had served in Cyprus, Borneo, and West Germany. **Mr Gregory S Potter, (formerly Pte Potter, 24675246, S (V) Battalion, The Queen's Regiment)** is trying to contact

Officer Cadet Burt, 94 Scottish Ord Coy 24478562; Sapper Robertson, 272 Fd Sp Sqn; Sapper Illingworth, 72 Engr Regt, who attended a TA potential officers' course at Depot The Prince of Wales Division, Whittington Barracks, Lichfield, from 4-19 Nov 83.

Barbara Rayner (nee Messenger) and **John Rayner (telephone 01-908 4464)** are trying to trace sons and daughters whose fathers served during 1960-1962 in Kingston, Jamaica, with 1 Battalion Royal Hampshire Regiment.

Also anybody from Edinburgh School in Münster who remembers Barbara Rayner. John Rayner is interested in contacting friends from Celle, West Germany, including the catchment area for Gloucester School during 1965-1967.

Reunions

Devonshire Regiment Old Comrades' Association Tercentenary Year annual reunion march, Cathedral service, and dinner — Saturday 13 July. Form up Bury Meadow 1630 hrs. Tickets may be obtained in advance from RHQ The Devonshire and Dorset Regiment, Wyvern Barracks, Exeter — £3.00.

The fifth annual reunion of the ex-Darland Boys' Association will be held at Chatham, Kent, on Saturday 31 August. Former boys and staff who served at the Army Technical School, Fort Darland, Gillingham during 1939-40 are eligible to attend. Details from George Young, 6 Dane Court Gardens, St. Peter's, Broadstairs, Kent CT10 2SB. (tel 0843-68982).

The British Korean Veterans Association is organising a 14-day trip to Korea in September. Enquiries to Ted Beevor, PRO Middlesex Branch (ex-RME No 1 Inf Troops Recovery Unit), 16 Hazeltine Lane, Northolt, Middlesex.

Hong Kong and Singapore Assoc (RA), Ceylon Artillery Assoc, Pack Artillery Assoc, 67 (Suffolk) Med Regt NWE OCA REME/AER OCA: Combined reunion on 14 September in the Marine Pub, 61 Seaside, Eastbourne. Details from Hon Sec, D A Knight, 7 Jutland House, Prospect Value, Woolwich, SE18 5HZ (01-854-7376).

The Welch Regiment Old Comrades Reunion will be held on Saturday 12 October at the Drill Hall, Pontypridd. Tickets £5.50 each from V D Williams, Chairman, Organising Committee, 41 Cole Bank Road, Hall Green, Birmingham, B28 8EZ.

The 40th annual reunion buffet of 82 Armoured Engineer Squadron, Royal Engineers (formerly 82 Assault Sqn RE) Old Comrades Association will be held on Saturday 2 November at the Royal Green Jackets Sergeants' Mess, 56 Davies Street, London W1. Information from A H Smith, 20 Douglas Road, Lenham, Maidstone, Kent ME17 2QP. (tel 0705-464226).

The 19th annual reunion dinner of the 14/28th Field Regiment RA OCA will be held in the 14 Field Regiment Sergeants' Mess, Larkhill on 23 Nov at 8pm. Further details from WO1 (RSM) L Smith, 27 Fd Regt RA BFPO 107.

Train appeal

The British Military Train travels every day, except for Christmas Day, between West Berlin and Braunschweig and, with two exceptions (the Berlin Blockade and an East German Railway strike), has done since 1945.

The Berliner is operated on behalf of the GOC Berlin (British Sector) by Movements Troop 62 Transport and Movements Squadron RCT (Berlin). To mark the anniversary of this unique train, the squadron is issuing a souvenir commemorative cover and hopes to produce a short account of the train's history.

I should be grateful if readers could kindly supply me with any relevant photographs, stories, anecdotes etc relevant to the train. — **Capt D J Glossop, 62 Tpt and Mov Sqn RCT, BFPO 45.**

Competition

SOLDIER'S competition 360 asked readers to use their powers of deduction and elimination to arrive at the correct combinations in a 'pairs' puzzle. It might have taken you some time, but the answer — the 'odd one out' — was BRIEF.

The winning entry came from David Dunn, of West Down, Hindhead, Surrey, and he receives the £50 prize. Congratulations David!

How Observant Are You?

1 Shape of right cloud; 2 Pack of left (running) man; 3 Length of rifle barrel of leaping man; 4 Leading foot of leaping man; 5 Wood grain on fourth plank from top of obstacle; 6 Belt of man on right of obstacle; 7 Elbow of man on top; 8 Black dots on barrel of lower man's rifle; 9 Right end of sergeant's belt; 10 Windows of hut.

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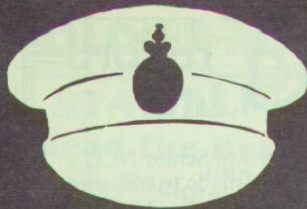
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This is the format of the headdress badge executed in silver plate with red enamel in the cushion of the crown and black enamel behind the globe.

The Corps traces its origins back to 1948 and was formerly part of the Military Staff of the Judge Advocate General. At the end of World War 2 a Committee decided that the Office of the Judge Advocate General should split up its Judicial and Prosecution Branches and the Army Legal Services Staff was established. It wore the badges prescribed for officers of the Extra-Regimentally Employed List to which they were formerly appointed. Officers transferring in wore their parent arm badge.

In 1958 a badge similar to that described above was granted and worn. It differed only in that the title 'Army Legal Services' appeared on the circle and that the motto was featured on the scroll below the circle.

It naturally followed that the design should alter to accommodate the revised title when the Army Legal Services became a Corps in November 1978.

This is entirely an officer Corps. All members must

normally have attained the age of 25 years, be legally qualified and possess legal experience; the sole exception being the Quartermaster.

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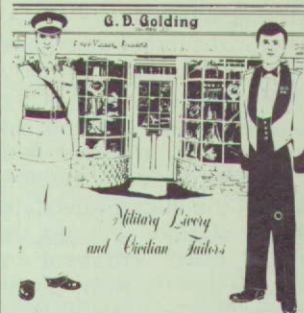
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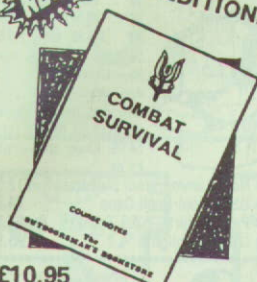
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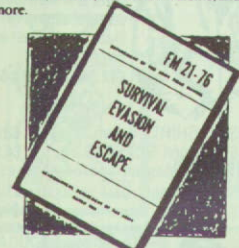
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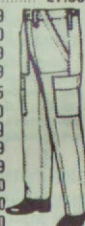
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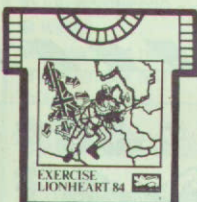
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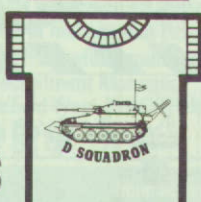
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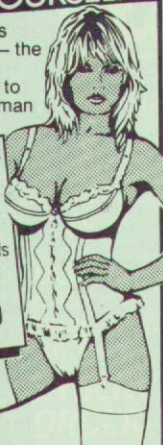
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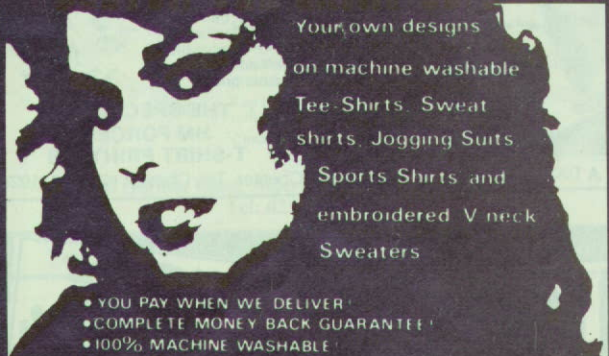
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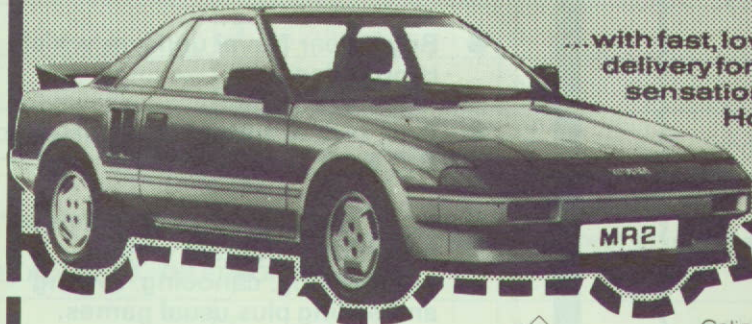
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CRICKET

EIGHTY of the Army's top cricketers gathered at Aldershot for a three day festival which will set the pattern of Army cricket selection for future years.

At the end of three days of fierce competition South West, Wales and Western emerged as top dogs from the six district teams taking part. In the final their 201 was followed by tight bowling which kept South East District down to 144-9 in their 55 overs. Their captain, Warrant Officer 2 Vic Nurse received a new shield from the President of Army Cricket, Lieutenant General Sir Geoffrey Howlett, GOC South East District.

Vic, who is related to former West Indies Test star Seymour Nurse and has been an Army stalwart for two decades, was among seasoned players who mixed with newcomers hoping to gain Army honours this season.

Army cricket chairman, Brigadier Mike Thorne, said that the matches showed that the Army would have a strong batting line-up this year for the matches against

Batting strong, bowling so-so

county second elevens and also against the RAF and Navy.

"Our problem is going to occur in getting the other side out because the bowling has been up and down. Our crying need is for fast bowlers who can not only bowl quickly but learn the skills of swing and cut.

"However, if we can keep the standard of fielding up and hold our catches then we could well have a good season. We lost the Services championship last year to the Air Force and we hope to pull it back this time.

"The great bonus of this festival has been in getting everybody of a reasonable talent together so that they get some good practice at the beginning of the season and so that we can see some of the people who are on the borders of Services cricket. Everyone has enjoyed themselves and there has been some good performances with the bat. We shall do this on a regular basis each year."

Hitherto the Army has assembled a squad at the start of the season and chosen from those.

Brigadier Thorne thought that the Festival might help with the

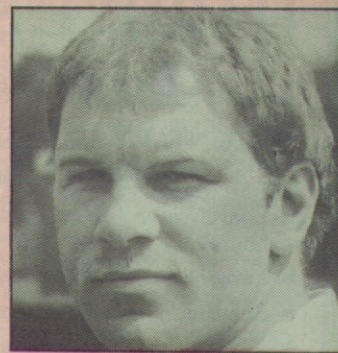
problem of getting together good sides. "It is more and more difficult to get together representative teams of quality because of the pressures of work and overstretch which blights so much of Army sport."

Taking over as Army captain this season is 30-year-old Captain Barry Bennett, a Royal Engineer stationed in Aldershot at HQ 5 Airborne Brigade. He has been an Army player since he was 19 but has not been able to play for the Army regularly in recent years because of overseas postings. He twice scored 81 during the festival.

He told SOLDIER: "It's an honour to skipper the side. The cricket from the county second sides and from the other Services is always very good. The county sides can be ferocious with young players competing to get into their first teams.

"There is a lot of uncertainty about the Army team at the moment and in some cases we have four or five players vying for one slot. We have some very good batsmen but what we lack is a sharp opening attack."

RESULTS: Day One: South



Captain Barry Bennett RE: Army stalwart

East 141 (Woolnoth 44, Krasinski 4-45) beat North East, North West and Scotland 80 (Bolus 4-27); Eastern 228-9 (Flanagan 109) beat London 137 (Thompson 3-36); South West, Wales and West 249 (German 64, Nurse 73, Durston 36, Potts 5-44) N Ireland 70.

Day Two: Eastern 242-7 (Willet 53, Russell 51, Lowe 46) beat North East, North West and Scotland 168; South West, Wales and West 187 beat London 102 (Durston 5-31); South East 234-7 (Bennett 81, Checketts 56, Moore 49) beat Northern Ireland 89.

FOOTBALL

THE final of the Territorial Army Association Football Cup had a nail biting second half with C Coy 4 Royal Irish (V) surviving and almost snatching a late penalty goal, to win eventually by the only goal.

After a goal-less first half, Northern Ireland scored the only goal after a free kick because D Coy 2 Battalion Yorkshire Volunteers goalkeeper Private John Malton, the team captain, carried the ball out of his area before kicking it. The free kick rebounded from the Yorkshire defensive wall

and went to Lance Corporal Steve Calderwood, the NI Captain, who was lurking on the left wing. He cut along the line behind the defence to score.

The goal stung D Coy to attack after attack, but five minutes from time central defender Private Jeff Eyre tipped over the bar a ball which seemed to be dropping into the net over Malton's head. Ranger R Smyth took the penalty but shot wide.

Photograph shows Major Stuart Cottage, secretary of the TA

Association Football, presenting captains Lance Corporal Steve Calderwood (left) and Private John

Malton with pennants to mark their teams' success in reaching the 1984-5 final.



CHAMP AT FIRST TRY



BRITISH Army champion Major Colin Mildin RE Farnborough (right) gets a helping hand with his catch from Keyhaven boatman Ron Cowling, after the Army sea angling championships. Major Mildin caught his fish from aboard Cowling's boat Phoenix II.

It was the first time that Major Mildin had entered the competition, and he hauled in two spurdogs, a conger eel and a dogfish.

He said: "I spend the morning being sea sick, but once I had caught my first fish, a dogfish, I did not look back."

The 86 competitors taking part

came from all over the British Isles; there was even one competitor from the Outer Hebrides. Their catch was not as weighty as the soldiers and the boat skippers had hoped, but it was still reasonable, including pouting, whiting, thornback rays, bull huss and a brill.

The Light Division at Winchester were well to the fore with Corporal Taylor second on 15-8 and Sergeant Polis taking a share of the best fish prize. He caught a 10-3 thornback ray, and Corporal Steve Appleton of 17 Port and Marine Workshops Marchwood, reeled in a smoothhound of exactly the same weight.

Army needed too many goals

THE Army had to settle for second place in this year's Naafi Jubilee Cup, while the trophy was handed back to last year's winners — the Royal Navy.

Army football champions from 1st Battalion The King's Regiment, Chester, needed eight goals in the final match against their RAF rivals, from Abingdon, Oxon, to take the inter-Service challenge cup.

The Navy side from Commando Training Centre, Royal Marines, Lympstone, won their first two matches in the contest — decided by the number of goals scored and conceded — then sat confidently through the final match between the Army and RAF at Chester Football Ground with eight goals

in their favour and only one against.

Fifteen minutes into the first half, Lance Corporal Gavin Camozzi, for the Army, missed a goal by inches. Then a free kick from Kingsman Robbie Murtagh to Camozzi spun just wide.

Fifteen minutes into the second

half Junior Technician Gary Robinson scored for the RAF. Twenty minutes later, Sergeant Paul Cullington equalised for the Army. The deciding goal was scored by the Army's Corporal Kevin Conchie — but it was not enough to stop the Navy taking the trophy.

"We were all pleased with our team's play throughout the competition — but the Navy were the obvious winners," said Captain Ray Taylor, football officer for The King's.

Final scores in the competition

— sponsored by Watney Mann and Truman brewers: Royal Marines 3 (Dixon, O'Connell, Sheppard), 1st Kings 1 (Conchie); RAF Abingdon 0, Royal Marines 5 (O'Connell, Bolton 2, Holding, Lowe); RAF Abingdon 1, (Robinson), 1st Kings 2 (Cullington, Conchie).

Dave Bassett, manager of Wimbledon Football Club, presented the Naafi Jubilee Cup and individually engraved glass tankards to the Navy side, goblets to the Army, and brandy bowls to the RAF.

FUN RUN FOR HEALTH

TWO 10-man Army teams are currently taking part in a 2,000-mile Great Britain Fun Run through England, Scotland and Wales promoted by the Health Education Council.

They are from 94 Locating Regiment, RA, based at Larkhill and 59 Commando Squadron, RE, who are at Plymouth.

Eleven teams are taking part in the run, 75 times bigger than the London Marathon, which was

started off in Hyde Park by Olympic medallist, Sebastian Coe. The event will end in Battersea Park on 23 June.

No less than 87 health festivals have been organised as part of the HEC's £½ million campaign.

Runners taking part on a relay basis, and civic leaders, are being asked to endorse a charter for good health as the run passes through their areas.

The event has been divided into daily stages of about 100 miles with 10 legs of 10 miles each.

The Larkhill runners are: WO 2 (QMSI) Geoff Moore, Sgts Kevin Brooks, Tony McLeavy, Pete Lister, George Hastings and Des Peacock, Bombardiers Dave Norris, 'GT' Gamble-Thomson and Billy Russell; Lance Bombardier Dave Boycott and Gunner Pat Tait.

APPRENTICES DO WELL

THE UKLF Canoe Slalom Championship held at Llandyssul on the River Teifi took place in the best weather the event has seen in years. And competition was as keen as the weather.

QMSI Geoff Moore APTC, of 94 Locating Regt, won the top Open K1 prize. The Intermediate class winner was Lt Chris Moody of 5 Innis DG and the Novice winner's medal went to Signaller D Anderson of Comms and Sy. RSM Bill White, R Sigs, an ex-international paddler, showed that he is as good as ever by taking the gold medal in the Veteran competition.

Among the Canadian canoe

paddlers WO 1 Stan Richmond REME, with Cpl Geoff Page ACC, won the doubles event, and Stan also won the singles class. Sgt Pat Coley, School of Infantry, was again the winner of the Ladies competition.

It proved to be a good year for the Apprentices from Apprentice College ACC since not only did their ace canoeists Carson and Clement win 1st and 2nd prizes in the Junior event, but also helped the Unit win the Junior Competition as well. It was perhaps inevitable that, under the leadership of Bill White, 2 Div HQ and Sig Regt should win the Unit competition.

A-TEAM TOP SHOTS

NEARLY 250 top regular and Territorial Army marksmen took part in the top Scots military shoot-out of the year — ASSAM, the Army in Scotland Small Arms Meeting — held at Barry Buddon ranges, near Dundee.

Top team out of 47 taking part was from A Coy 1 Black Watch, stationed at Ritchie Camp, Kirknewton.

Members of the 'A-Team' were Corporal Peter Summerset, Private Kevin Kenny, team captain Sergeant Tom Dick, Lance Corporal Stuart MacRae and Lance Corporal Billy Ramsay.

Part-time professional Pte Donald MacKenzie from Stornoway, Isle of Lewis — an area famed in days gone by for its snipers — beat regular and weekend soldiers to win the overall rifle championship besides the TA trophy.

CUPS GALORE

COLOUR Sergeant John Alexander is the Army's champion rifle shot in the north east of England.

C/Sgt Alexander, a telephone engineer, who is with HQ Coy of the 1st Battalion Yorkshire Volunteers, took the prize during the two-day competition on the North Yorkshire ranges. Five-hundred regular and Territorial Army soldiers took part in what was the culmination of a year's weapon training.

Besides C/Sgt Alexander's individual award during the District skill at arms meeting, his colleagues in the Battalion gained the prize for the Territorial Army rifle championship and also won the Evening Gazette Challenge Cup.



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