

THE MAGAZINE OF THE BRITISH ARMY • 35 PENCE • 8 APRIL 1985

# SOLDIER



# SOLDIER EXCLUSIVE



AN UNBELIEVABLE feat, indeed! Red Devils team members pictured with a back-to-normal-livery Concorde at Heathrow after their one-off, secret "drop in" over Salisbury Plain (see page 10).

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**FRONT COVER:**  
A Chinook of 7 Squadron Royal Air Force takes to the air with a one tonne ambulance and a SWB Land Rover as 49 Field Regiment, Royal Artillery, goes country house visiting in North Yorkshire. See centre pages.

**BACK COVER:**  
Action from Twickenham as the Army once again beat the Royal Navy. (See also SOLDIER 25 March.)  
Both pictures: Paul Haley

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# SOLDIER

INCORPORATING  
THE TERRITORIAL ARMY MAGAZINE

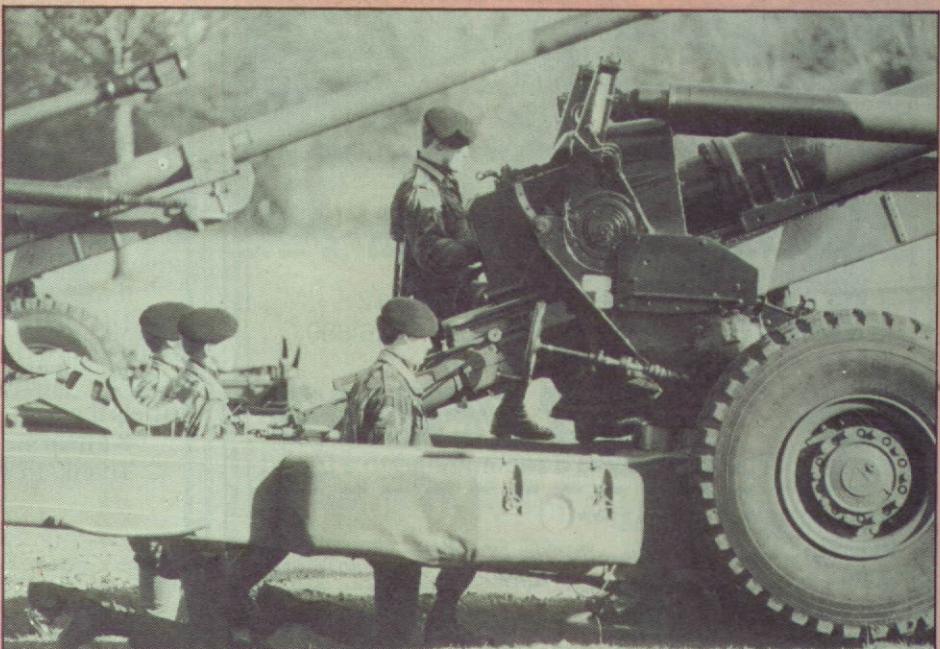
NORWAY: Learning the lessons  
— p 31



SINAI: Vital liaison — p 19



YORKSHIRE: Surprise setting  
for guns — p 26



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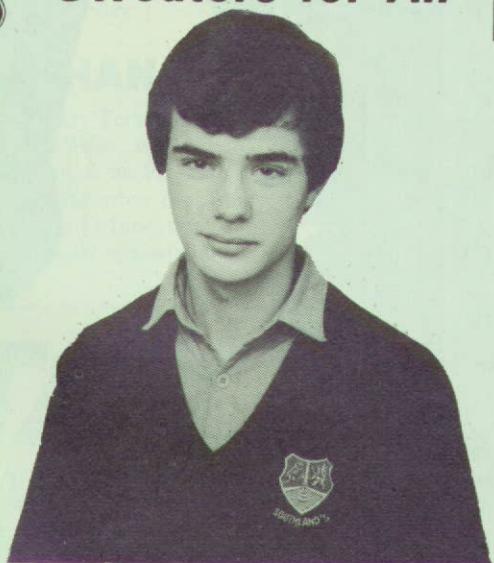
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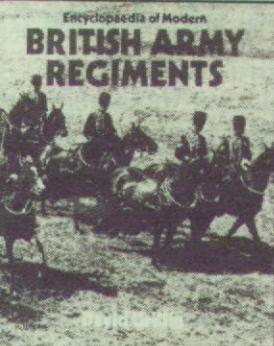
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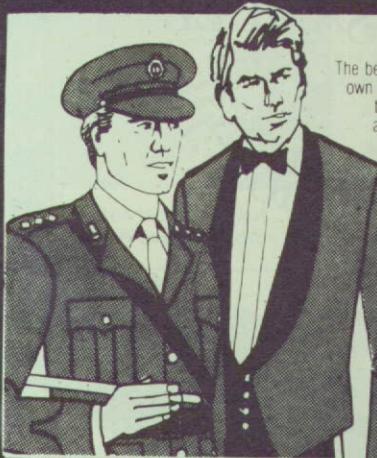


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Captain Alan Wordie

# MAJOR KILLED IN HONG KONG AIR CRASH

MAJOR RICHARD BALKWILL, 33, Royal Artillery, was killed and three others injured when an Army Air Corps Scout helicopter crashed on take-off for a routine flight along the Anglo-Sino border. He was married and a staff officer with HQ British Forces Hong Kong.

The pilot, Captain Alan Wordie, who was Man of the Year two years ago, was injured as were the new Captain in Charge of the Royal

Navy Hong Kong, Captain Christopher Gotto, RN, and the helicopter crewman, Corporal Tony Power.

It is understood the accident happened on Crest Hill, an isolated tree-encrusted ridge.

Captain Wordie, who had overcome the loss of a leg in a road accident, passed out from the Army Air Corps Centre, Middle Wallop, as the best student pilot in the summer of 1983.

He spent some time on converting to the Scout — some 35 hours — before a posting to 660 Squadron, Army Air Corps in Hong Kong. He had previously about 220 hours' rotary and fixed wing experience.

Captain Wordie was one of the 11 'Men of the Year' to be honoured at a special luncheon at the London Savoy under the auspices of the Royal Association for Disability and Rehabilitation.

# NEW TA TASK — HIPPO RELIEF!

## ETHIOPIAN MILESTONE

ARMY Air Despatchers in Ethiopia have dropped the two millionth pound of grain from RAF Hercules aircraft to the hunger stricken people of Northern Shoa.

The airdrop of grain to faminehit Ethiopian villages began in February. Since then soldiers from 47 Air Despatch Squadron, Royal Corps of Transport, normally based at RAF Lyneham, have been flat out in their effort to help relieve hunger in the remote and inaccessible villages of the Ethiopian highlands.

The Air Despatch crews have been despatching on three, sometimes four sorties a day.

## DATE CHANGE

The Light Infantry Tercentenary celebrations in Wells, when the regiment will exercise the Freedom of the City among other events, will take place on 15 June, not 14 June as previously reported in SOLDIER.



The Prince of Wales chats to Gunner Martin Dalton during a visit to King's Troop, Royal Horse Artillery at St John's Wood, London.

IT WAS, to say the least, an unusual assignment for two part time sappers from HQ Squadron, 75 Engineer Regiment (V) at Failsworth, Manchester.

At one drill night the call went out for volunteers to undertake a mission of mercy to a four-year-old pygmy hippopotamus named April.

Sappers Martin Cooper and Paul Harrison stepped forward and the following day they and the unit's Training Major, Major Hamish Killip were on their way to Ganey's Circus, at Rochdale.

It seemed that April was off her feed. She'd only been able to get down some 18 lbs of hay, oats, vegetables, and flake maize — about half her normal daily intake.

So armed with a metal detector the sappers scanned the frame of ailing April and sure enough located a distinct 'ping' moving around inside her.

With the knowledge that April had swallowed some metal object further plans could be made.

Said Mr Martin Lacey, an animal trainer with the circus: "We are hoping that a couple of pints of cod liver oil should get rid of the problem."

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## How to get a foothold in the Falklands

Prime Minister Margaret Thatcher will be offered a 'foothold in the Falklands'.

Perpetrator of this odd-sounding undertaking is ACC chef WO2 Jim Hartley who, with four pals has bought 50 acres of land at Ridge Camp, East Falkland, on the Stanley to Darwin road.

Jim's idea is to sell, at £12 a time, certificates granting 'privileged access over the Falkland Estate'.

To launch the scheme, Jim and his fellow directors plan a call at No 10 to present certificate No 1.

Explaining his idea and what buyers into the enterprise will receive, Hartley said it would give people the chance to celebrate the Falklands victory by planting trees, flying a flag or just wandering around the estate.

To do any of those things — camping on the site is also allowed — will mean a trip to the South Atlantic.

He admitted that not too many people were likely to travel that far to exercise their rights — about 16,000 miles there and back.

But they will receive an attractive numbered certificate and a map of the area for their money.

He said the idea of a 'share in Britain's history' came to him about a year ago.

### LEGALLY

He set the thing in motion legally and quickly acquired four fellow directors, only one of whom has visited the islands.

In fact, said Jim Hartley, he is in the Falklands now. He is Sergeant Harry Green of the ACC and he is located at Lookout Camp.

He was responsible for surveying the estate area and being assured that the area has been 'swept' of mines, said Hartley.

"The land is clear so far as can be ascertained," he said — admitting that insurance against accidents from left-over Argentine ordnance was proving extremely difficult.

But insurance or not, Jim and Co are confident that all is well on their estate and they're expecting a big response for certificates.

"We've had 5,000 printed and we anticipate no problems," he said.



## Mons Meg gives up its secrets

Mons Meg, Edinburgh Castle's huge siege cannon, is back in the Tower of London for only the second time in its 536 year life.

The cannon, one of Scotland's national treasures, is part of a programme of research being carried out by the Armouries of the Tower of London into early iron guns.

By the time the gun leaves the Tower's experts, it will have yielded all its secrets.

Mons Meg is one of the finest surviving examples of medieval heavy artillery.

It is known to have been made at Mons, Belgium, in 1449 and is regarded by military historians as the benchmark for research into medieval artillery.

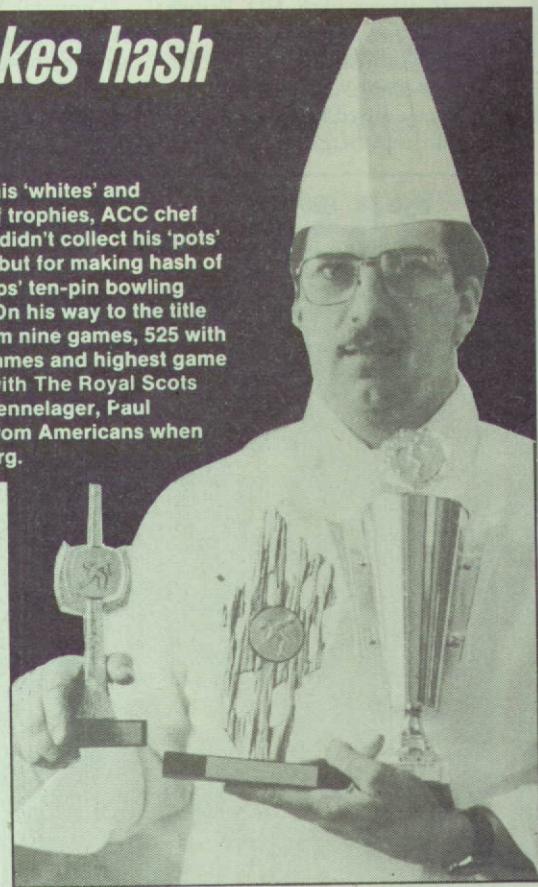
### HOPE

By studying Mons Meg, the experts hope to be able to draw comparisons with other medieval cannons and, discover how it was constructed and how the barrel was joined to the breech, estimate its maximum range by computer and shed further light on medieval technology.

## 'Compo' for the captain

Captain Annelies Wykmans can almost be heard murmuring 'yummy' as she samples British Army cooking at its best.

The captain, with Major Francis Heestermans of the 1st Netherlands Corps, was



SERGEANT PAUL TAYLOR: opponents bowled over

## New name and role for RA unit

What's in a name ...? A 'lot' if it happens to belong to the largest regiment in the Royal Artillery.

That distinction falls to 94 Locating Regiment which was 32 Guided Weapons Regiment.

For 12 years the unit was stationed at Bulford, but last October moved to nearby Roberts Barracks with a new role.

## Taffy turns on the charm!

Lovely Lorraine Gardner looks smashing. Goat Major David Joseph is positively resplendent, but 24416503 Lance Corporal Taffy Billy Goat has an air of apprehension. The trio met at the BAOR base of the Royal Regiment of Wales to celebrate St David's Day. Rumour has it that Taffy got among the leeks and that's why Lorraine, Miss Cardiff, is keeping her distance.

## Praise for brave Para

For apprehending a man allegedly involved in a stabbing in Aldershot, Corporal John Kenyon of the Depot The Parachute Depot, has been commended by Lieutenant General Sir Geoffrey Howlett, GOC SE District.

While police helped the injured man into an ambulance, Corporal Kenyon pointed out one of the assailants.

Approached by police the man ran away, but was chased by John Kenyon who tackled and held him till the police arrived.



LORRAINE AND FRIENDS: brave smile from afar



Captain Wykmans: yum-yum

on a see-and-taste tour of Army Catering Corps establishments in BAOR to find out how they operate and maintain their consistently high standards.

They also wanted to discover from the ACC experts "the effects of changing from fresh rations to 'Compo'."

The Dutch duo have returned to their unit full of praise for ACC cooking.



## Sue heads west with £2,500

but she's  
leaving  
her cape  
at home

Despite the fall of the £ against the dollar, Major Sue Daley smiles at the prospect of three months in the USA. For Sue, a ward sister at Queen Elizabeth Military Hospital, Woolwich, has been awarded a £2,500 scholarship by a pharmaceutical company to study the role of American Army nurses. "I don't know why I was selected," said Sue, "but I'm extremely pleased." Sue leaves for Washington in June followed by visits to San Antonio, Texas, and California. "But I won't be taking my scarlet QARANC cape. We know the Americans think them cute, but it will be just too hot to wear."

MAJOR SUE DALEY AND PATIENT: £2,500 award, but no red capes

## Top shot calls it a day

Army top-shot Lance Corporal Pahalsing Thapa has retired after 21 years and returned to Nepal.

A Queen's Gurkha Engineer he had one problem prior to his move home — how to carry all his shooting trophies accumulated over the past 10 years.

Since 1975 Pahalsing has earned a place among the Army's top hundred shots, except for a short break in 1977-78 when he missed the

honour by just a few places.

His consistency reached a peak in 1979-80 when he came third in the Army 100 in two consecutive seasons.

Among his many shooting triumphs was that of rifle individual champion at the Hong Kong skill at arms meet.

Now he has returned to his native Nepal taking with him the good wishes of all those that competed against him in the shooting world.

### QUICK

Any day now Cypriot and Army musicians will be pumping out notes from the new Larnaca bandstand. Built by 62 Support Squadron RE, the project was headed by S/Sgt Terry Lukas and Cpl 'Nobby' Clark.

### SPOT

# PEOPLE

## FACES and PLACES

## NAM pay £20,748 for hero's GC



SERGEANT MICHAEL WILLETTES: a real hero

### Record price for Belfast bomb award

The George Cross held by Lesley Smurthwaite cost the National Army Museum £20,748. It is thought to be a record for a GC.

It was awarded posthumously to Sergeant Michael Willetts of 3 Para in 1971 and is the only GC awarded during the reign of the present monarch to be sold publicly.

"We are very pleased to have it in our collection," said Dr Alan Guy, a research scientist at the

NAM.

"Mrs Smurthwaite, a senior research assistant in our uniform department, went along to Christie's to bid for us and we already have it on display."

Sergeant Willetts was killed by a terrorist bomb in Springfield Road police station, Belfast.

He was trying to protect other people in the building by placing himself between them and the smoking bomb, but the bomb ex-



LESLEY SMURTHWAITE: museum rep at the auction

ploded killing the 27-year-old Para.

In a contemporary report, one of the two adults saved by Sergeant Willetts said: "There is no doubt in my mind that Sergeant Willetts saved our lives. If he had not done what he did, two children, a woman and myself would have

been blown to pieces. He was a real hero, he could quite easily have run and saved his own skin."

Twenty-seven people were injured in that attack, including two soldiers.

Sergeant Willetts left a widow and two children. Mrs Sandra Willetts said in a statement that she had

made the decision to sell the medal with "great reluctance."

"As the welfare of our family was one of my late husband's primary concerns, I have made the decision to sell, confident in the knowledge that he would have wished me to do so."

EARLY THIS month the Army's free-fall parachute display team, the Red Devils, reached for and achieved their greatest and most daring escapade yet.

But, ironically, it's a highly-classified feat that can never be claimed for entry in the Guinness Book for Records.

On a top secret early dawn operation over sleeping Salisbury

Plain's Everleigh Dropping Zone (DZ) up to a dozen of the nation's premier military free-fallers jumped in almost gin clear conditions at 29,000 feet... from Concorde!

So successful was the world's most unlikely parachute spectacular nearly five-and-a-half miles up and involving some of the jumpers using the latest in special high level gear that the team's

Red Devils on their amazing drop. Concorde in the background



# MAGNIFICENT FIRST FOR RED DEVILS IN APRIL

planners are already thinking of incorporating the sequence in a couple of their major international calendar events next year in places like Hong Kong and possibly climaxing the season at Farnborough 86.

The sky's-the-limit epic — dubbed Operation Fall Guys — was, it is understood, specifically ordered by the Ministry of Defence to test what it calls 'tactical applications of ultra-rapid, high-level hot insertion techniques' into unfriendly territory in all climes.

The Aldershot-based free-fallers, all members of The Parachute Regiment, had been put on stand-by just a handful of hours beforehand, phone calls and police visits summoning them from their homes and leave addresses.

Yet the covert operation at Angels Two-Nine nearly had to be cancelled because of last minute delays caused by the late arrival of the aircraft's captain who had overslept!

NATO airfields were alerted on a need-to-know basis. They were told aerial activity would be taking place over certain areas of the UK and advised to take no action.

Royal flights scheduled to transit the Purple Airways — theirs exclusively — were postponed.

A Ministry of Defence spokesman later said: "We know nothing of it. It's news to us. I can neither confirm nor deny that this flight ever took place."

A few days before, the super-

sonic, snipe-nosed trans-continental commuting Concorde had taxied out of its hangar on to a chill tarmac hardstanding at London's Heathrow Airport to fly to Farnborough for 'modifications'.

Less than an hour before take-off tight-lipped Red Devil team members clambered into one of their distinctive red crew coaches for the three-mile trip from their barracks to Farnborough and their meeting with Concorde — though they did not know it.

Farnborough had been chosen to embark the men and their sensitive equipment to detract attention at Heathrow; a location safely distanced from a very public eye venue.

Private Dai Cast, 23, a regular performer at most of the team's 200 annual shows and a recently qualified exponent of Canopy Relative Work (CRW) — two or more jumpers stacked in close formation — told me: "At first we thought it was going to be a pre-positioning flight for a late notice or grace-and-favour booking. We were amazed to find Concorde involved. We guessed that something unique and exciting, perhaps, was in store for us.

"This was confirmed for us when I saw some HALO (High Altitude Low Opening) gear — oxygen, leg containers and altimeters and other stuff — being produced and loaded. The other gear included as yet secret specialist chutes made by a Surrey firm and more in-the-field equipment and weaponry not yet in Army service or in the international market place."

Colleague Sergeant Ivor Tenner, 32, who has led many an eight-man 'stick' of Red Devils jumpers endorsed: "After take-off someone said we were heading towards Scotland to familiarise ourselves with certain descent techniques at 29,000 feet."

"Then, we flew towards Iceland supersonically, turned, then returned down the left-hand side of the UK, subsonically, over the Brecon Beacons.

"I find it hard to believe even now but someone else said we were almost contour-flying or valley-crawling on this leg. Something to do with radar avoidance. It was hairy if that is what actually happened."

"We must have climbed then and headed out over the Bay of Biscay while kit familiarisation and

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Concorde — 'cammed up' for this astonishing occasion

briefings were still going on. We continued to climb, pulling quite a bit of 'g' and flew over the Bristol Channel heading towards Everleigh DZ. Some of us jumped in full kit complete with back packs, SA 80 rifles, LAW 80 and even Javelin. Other kit was also involved but I can't tell you about that.

"We free-fell for about five miles before pulling our chutes at 2,000 feet. The mission was adjudged to have been a success. It was almost impossible to get out of the door because of the vicious slip stream".

He added: "Concorde is bloody fast. It's a free-faller's nightmare. I've done about 500 jumps now but going out from that aircraft as opposed to our normal twin-engined team Islander is just indescribable.

"It calls for steely nerves, strong bowels and supreme confidence gained from every unusual situation in the air I have ever met. I don't know who dreamed up this special sortie but it's definitely one, in my opinion, for the head-bangers!"

Normally, the team members — the Red Devils celebrate 21 years of sky-diving this year — exit aircraft at one-and-a-half miles, plummeting earthwards at 120 miles-an-hour before deploying their £1,000 chutes at 2,000 feet.

For Operation Fall Guys, Concorde had been 'modified'. Its usual red, white and blue livery was stripped and re-sprayed in a 'more acceptable tactical mode.' It now had light blue undersides with mottled olive drab upper fuselage and top wings.

Yet the project had been dogged by some uncertainty. Before arrival at Farnborough, the military's aeronautical test-bed facility, an industrial dispute hit the flight planning for the sleek, sound-barrier-breaking aircraft. Paint sprayers refused to handle the project of the historic hush-hush mission on political grounds.

The work was hurriedly passed to the small firm of EB Kiddingham, more used to spraying public transport buses.

The firm's Austrian foreman, a wartime POW, Mr Con Mann said: "We mustered about 40 men who worked round the clock in eight-hour shifts. They additionally used thousands of tins of special buy-in aerosol spray cans from Halfords which had to be blended during application to get just the right shades demanded by the Ministry."

Apparently, Army and RAF tactical experts and scientific uniformed boffins involved in Operation Fall Guys had readily given up their sports afternoons to pre-position themselves at Heath-

## On the way to an unbelievable task...



Story: Graham Smith  
Pictures: Paul Haley

row and Farnborough for their multi-thousand-pound one-off high-flying venture.

Heading the three man crew was former RAF high-performance jet pilot Squadron Leader I M Mainley-Catfour, who said later: "Apart from the flight plans I had no real idea of what was going on. But I asked. All I can say is that for this sort of operation you need to get where you are going very fast, avoiding DZ overshoots at all costs. It was very difficult throttling back to 180-200 miles-an-hour compared with about 130 to 140 flown by the Hercules chaps.

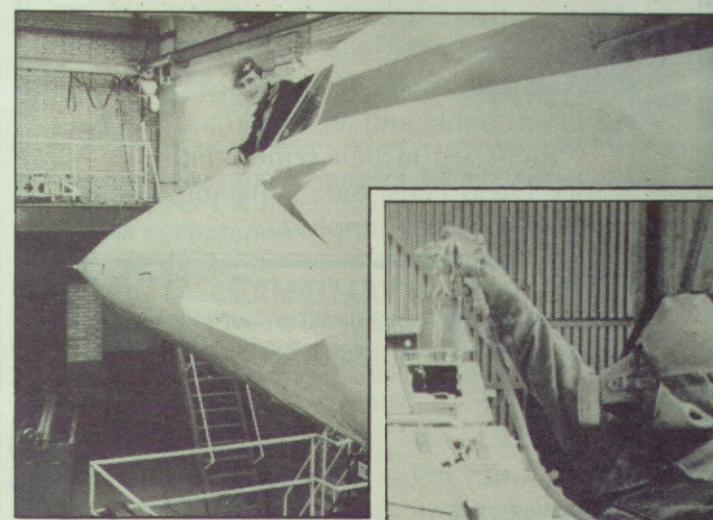
"I was told that some of the Army's top paratroopers would be on board.

The squadron leader added: "Obviously for all sorts of reasons, I cannot tell you any more about this sortie. I've probably told you too much already."

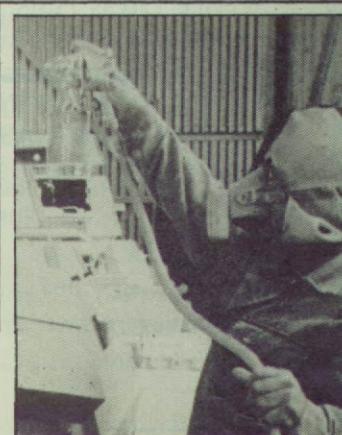
Finally, with voice booming in laughter, he summed up: "The facts, you know, are all really quite unbelievable."

Briefing on flight deck from British Airways pilot Mike Bannister.

**See also full colour pic of Red Devils page 2**

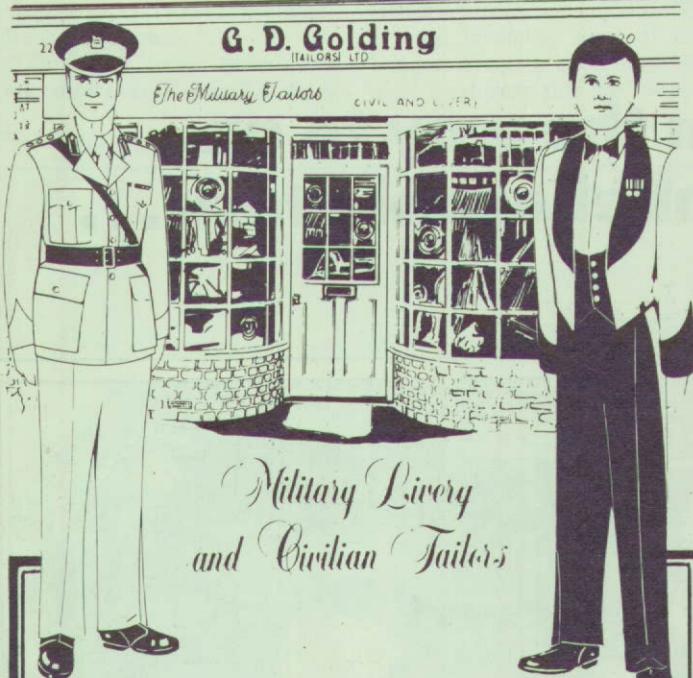


Private Graham Robertson gets used to the feel of Concorde. Inset: Painter about to tackle the disruptive pattern task



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# SOLDIER to Soldier

**T**HE National Army Museum sells full-colour postcards of Army uniforms through the ages. At 10p each they are a good buy for collectors and enthusiasts as they are accurate in detail and colour.

The latest four picture cards to go on sale are copies of paintings on show in their military fashion exhibition.

Two are caricatures by Lieutenant Colonel T S Seccombe who painted them for the book *Military Misreadings of Shakespeare* in 1880.

Both of Life Guards, one (above right) shows an officer being unhorsed, while the other depicts a street scene with a soldier tickling a lady under the chin while her infant charges fall out of their pram. Engrossed in it all is a boy with a basket and a dog who is helping itself to the basket's contents.

The other two cards show officers of the 4th Punjab Cavalry of 1855 and four soldiers of the 40th Madras Native Infantry of 1835. All good genuine stuff.

★ ★ ★

**A**CCORDING to a daily paper report an inventor has developed a way of preventing soldiers from getting smelly feet.

But the anti-pong device, a pump worn beneath the sole which sucks in fresh air and blows it through a tube on to the wearer's foot, was given the order of the boot by Dr Terry Moynihan, director of the Services' Clothing and Research Establishment at Colchester.

"Although I have neither seen nor heard of this before, I would tend to treat the idea with some scepticism," he said.

"I do not think it is likely to work any miracles for soldiers' feet. Our boots are already fitted with a special inner pad which acts in a similar fashion and they are pretty good, although we are constantly looking at ways to improve them."

The report said the inventor comes from Devon and claims his foot pump will "get rid of trench foot and 'Falklands yomp' infections."

★ ★ ★

**T**HE Prince of Wales's Own Regiment of Yorkshire (this year marking the 300th anniversary of its origin) has a unique distinction in the British Army — its Regimental

March 'Ca Ira' is the only one ever to have been gained in action.

It came about in 1793 when a forerunner of the Regiment, the 14th Foot, made an attack on a fortified French camp at Famars.

The attack was initially successful but the French counter-attacked fiercely singing their revolutionaries' song 'Ca Ira' the title of a chant once yelled by crowds escorting victims to the guillotine and opening with the words: 'Freedom is going to be established against the tyrants'.

For a moment the 14th Foot wavered and then their Commanding Officer dashed to the front and shouted: "Come on, my lads, let's break the scoundrels to their own damned tune. Drummers, strike up Ca Ira".

The drummers obeyed, the effect was irresistible and the French found themselves fleeing to their own tune.

Famars fell and, by express order of the Duke of York, the air was adopted as the Regimental quick-step.

★ ★ ★

**T**HE famous wartime Stage Door Canteen — complete with Glen Miller music, jive and stars serving beer and hot dog — will be reborn at London's Lyceum for one night only on Sunday, 5 May, to celebrate the 40th anniversary of VE Day.

The 1940s scene will be set outside the Lyceum with sandbagging around the entrance, wartime searchlights, an old anti-aircraft gun and a low level barrage balloon.

Inside, there will be dancing to the Syd Lawrence Band, the Herb (brother of Glen) Miller Band and the Onward International Band.

In keeping with the original Stage Door Canteen, stars will don aprons and serve beer (at wartime prices) and hot dogs.

Admission will be £11.50 in aid of the United Nations Children's Fund — and everyone attending will be asked to wear either uniforms of the period or 1940s fashions.

Among the stars who have said they will join in as waiters and waitresses are Tom Conti, Sir Anthony Quayle, Sian Phillips, Ian Bannen, Nanette Newman, Bryan Forbes, Sheila Burnette, Christine Norden, Tessa Dahl, Brian Pringle, Joss Ackland, Nicholas Grace, Clair Rayner and Lewis Fiander.



Black and white reproduction of a Seccombe water colour

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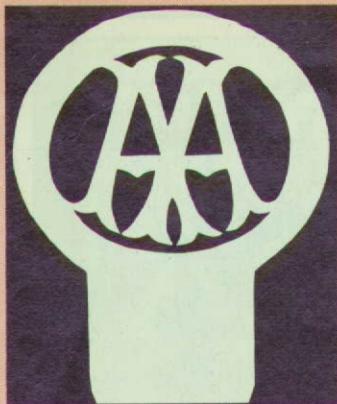
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## FOR 163 — IT'S AOK!

**L**IKE most sponsored units 163 Provost Company, Royal Military Police (V), recruits right across the country. But the members of this unique company have a great deal more in common than their widely dispersed homes might suggest.

With only a few exceptions everyone in the 60-strong unit works for the Automobile Association. And the man who is their honorary colonel (he holds the same position for all RMP TA units) is also their ultimate boss at work — Colonel Olaf Lambert, the director general of the AA.

Only one other volunteer unit bears any sort of comparison — 164 Provost Company which recruits from the civil police. There is, however, an important difference. Whereas the police work for a variety of different authorities, the part time AA Redcaps work for one.

Indeed some Chief Constables aren't all that keen on TA involvement, knowing full well that any transition to war would mean the immediate loss of valuable staff.



The AA has no such qualms. Ever since 1938, when patrol staff were first asked to volunteer for the CMP supplementary reserve, the Association has given support to any employee wanting to join.

"I always encourage community service in whatever form that takes," Colonel Lambert said. "We give them every possible encouragement and inducement to carry out any commitment they have with any arm or unit."

"It just happens that the Military Police is the one with whom we have the closest contact.

"We are, of course, a service organisation and most of the members of this company come from the uniformed patrol service. They are used to uniform and to a degree of discipline and control.

"And they are versed in a belief of service to others, whatever kind of service it is. Whether providing a breakdown service or serving Queen and country: it all takes the same sort of person."

Colonel Lambert was speaking at Longmoor Camp, Hampshire, where he spent a day watching 163 Company practice helicopter handling drills.

It was part of a four day training session which, with a 15-day annual camp, comprises the unit's TA commitment for the year.

"We have to meet all our training commitments in terms of firing personal weapons, fitness tests, NBC, first aid and things like that in the 19 days," said Major David Kyd, the OC of 163 Company who is the AA's Regional Manager.

An AAC Lynx from Nether Wallop arrives for helicopter handling drill with 163 Company (V)



Major David Kyd, usually the AA North regional manager for Road Services, but today OC 163 Company RMP (V)

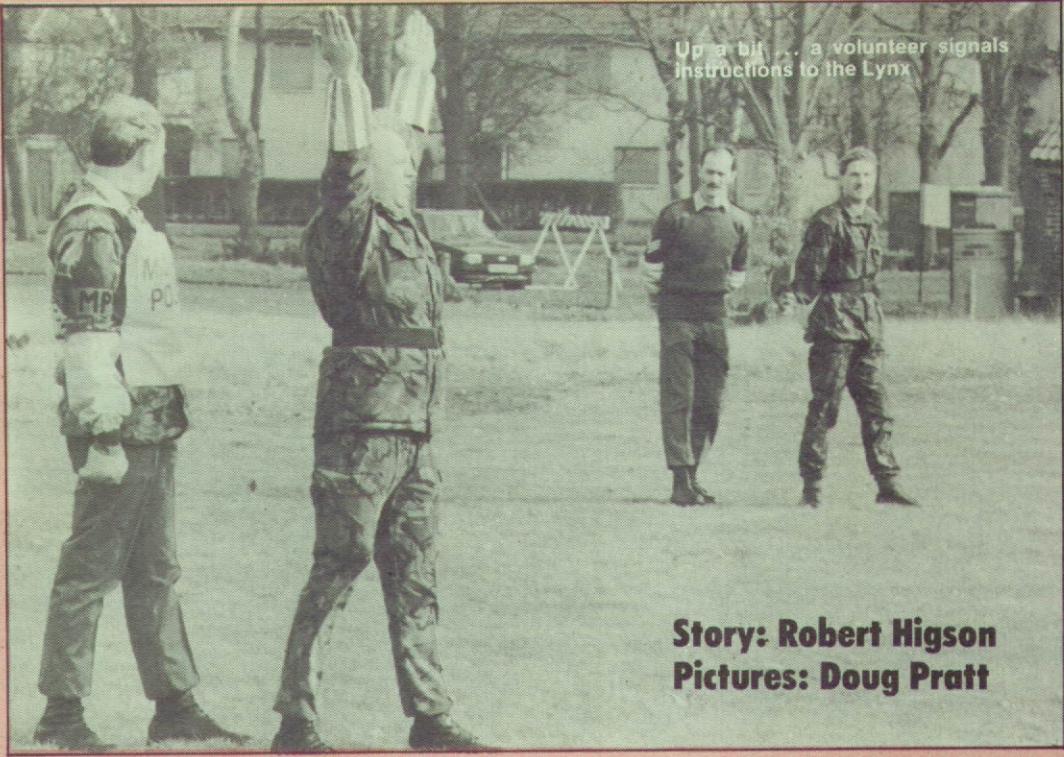
Road Services, for the north.

"We don't have drill nights. I don't think the AA could release its staff that frequently because we have a service to maintain on the road."

The special relationship between the AA and the RMP goes back to the immediate pre-war years when Sir Stenson Cooke, who was then

Staff Sergeant Dave Roberts, formerly of the RMP but now Army Air Corps, explains details of his Lynx to members of the company





**Story: Robert Higson**  
**Pictures: Doug Pratt**

secretary of the AA, made employees the offer that is still good today.

They would get extra leave with full pay if they volunteered for military training.

Sir Stenson had been a Territorial officer since before the First World War.

By the late 1930s he was one of those becomingly increasingly convinced that another war with Germany was inevitable, and he wondered how the AA with its 2,000 motorcycle patrolmen could help the nation in the event of such an emergency.

In April 1938 the first batch of AA people undertook military training at Mychett. They became part of what was then the Corps of Military Police supplementary reserve.

When war broke out the following year 800 AA men reported immediately to duty and 200 were sent to the Continent as part of the British Expeditionary Force.

They served in many theatres of operation in the years that followed. Major Kyd recalled saying goodbye, quite recently, to a couple of retiring patrolmen who had been with the Para Provost at Arnhem.

"Today we have a patrol force of something like 3,200," said Major Kyd. "When they join us they go to a national training centre where they do a recruits course.

"They are given a lecture by me or the chief clerk who is in fact an instructor at the centre. We try

**Steady as she goes...** The students were told the helicopter would obey all commands — within reason. Colonel Olaf Lambert, Director General of the AA and Honorary Colonel of TA RMP units, presents the TA Efficiency Medal to WO1 Harry Wales, a senior patrolmen in Newcastle

and encourage them to join, but there is no compulsion. It is purely voluntary."

The volunteers found themselves at Longmoor Camp recently honing up their drills for signalling instructions to helicopters.

An Army Air Corps Lynx from Nether Wallop, flown appropriately by a former member of the RMP, Staff Sergeant Dave Roberts, was there to be told what to do.

"I must enjoy this sort of thing," said Sergeant Edward Helps, a patrolman from London, "I've been doing it for 10 years."

Only a small percentage of his

workmates showed interest in the TA but "obviously all the people who are here are here because they enjoy it. No one would turn up for any other reason."

Corporal Melvyn Senior, who now patrols the Fort William area in the Highlands of Scotland, has one problem common to many members of sponsored units — travel.

"I set off for this camp at 7.45 am and I arrived here at 10.30 in the evening," he said. "Travel's my biggest problem. As for the work — it's hard graft at times, but I enjoy it."

The hard graft of TA camp

encouraged Corporal Steve Watson, a patrolman from Bolton, to take up serious exercise.

"It wasn't until I joined the TA five years ago that I realised how bad a state I'd got in," he said, "so I started fell running. I've gone down from 12 stone to under 10."

The patrol staff of the AA has traditionally been the backbone of the Provost Company but, said Major Kyd, more people had been joining from the ranks of staff in administration, insurance services and garages.

Captain Stephen Fothergill, the company's 2ic, and the AA's head of insurance services at Basingstoke, joined eight years ago.

"It sounded very interesting, so I went in and, having done a couple of years as a corporal, I decided to try for a commission," he said.

"It's been very interesting, a total change from everyday living."

Lance Corporal John Irwin, an AA garage mechanic from Manchester, had been with the company for three years.

"It gives you something to work for," he said, "Normally you tend to get a bit lazy, but this gives you something to aim for and keep yourself fit for. That's the side of it I like."

"The police side is quite interesting, but it can get a bit heavy on the legal side of it, especially if you are not doing it all the time."

Last year the company had its first taste of training outside the UK for several years. This was on Exercise Lionheart where, evidently, 163 performed so well that serious consideration is now being given to changing its role from home defence to BAOR.



# GAME FOR A LAUGH...

**but  
husband  
nearly missed it!**

The march past, top, is followed by the moment of truth for Ken Lawson — whose hands are about to leap from pockets in shock!

Story: John Margetts  
Pictures: Doug Pratt

**F**YOUR wife walked within nine feet of you banging a drum you couldn't fail to notice her — you wouldn't dare!

But Ken Lawson did, even though his wife, June, gave him a big smile and a saucy wink as she marched past him playing with the WRAC band.

Just five feet tall and displacing a neat seven stone in her borrowed WRAC band uniform, June trained for three months at the WRAC Depot at Guildford learning to play a side drum — just so she could spoof her former RCT sergeant bandsman husband.

But the gag went slightly awry when Ken, sitting in the front row at the passing out parade of 177 intake at Buller Barracks, Aldershot, failed to register even a glimmer of recognition as June swung by banging her outsize bongo in the 35-strong band.

Which was a bit of a let-down for TV's *Game for a Laugh* team who had arranged the whole thing after hearing from June that she wanted to pull a jape on Ken.

Elaborate plans were laid for June to learn the drums at the WRAC Depot at Guildford, under the tuition of Band Sergeant Major Fran Tull and drummer Sergeant Ann Pellatt.

"I told him I was learning to swim. But in reality I was learning how to march and play a drum," said the diminutive June.

"I have never done anything like this in my life and the girls in the band are a fabulous bunch to have put up with me," she said, admitting she was "disappointed" that her husband had failed to recognise her in her one military role.

Producer Phil Bishop had slightly stronger words: "I think he was shocked rigid by the sight of her," he said.

"Not so," said Ken. "I just didn't see her, even though my host and former boss, Drum Major Phil Prendergast, was nudging me and indicating the drummers."

But all ended well when presenter Jeremy Beadle got June and Ken together for explanations.

But there was more to come when Lieutenant Colonel Larry Brown, CO of the Depot, and RSM Ron Clark lured ace prankster Beadle into the guardroom to sign the visitors' book before locking him in a cell.

In there he found his day clothes which he changed into, while, unknown to him, cameras filmed through the peephole in the door.

"Don't know what we'll do with that footage," said researcher Linda Beadle, who is not related to Jeremy, "but no doubt it'll come in handy one day."

**Jeremy Beadle with the cuffs on — and Regimental Sergeant Major Ron Clark enjoys his view of the star in the 'slammer'**

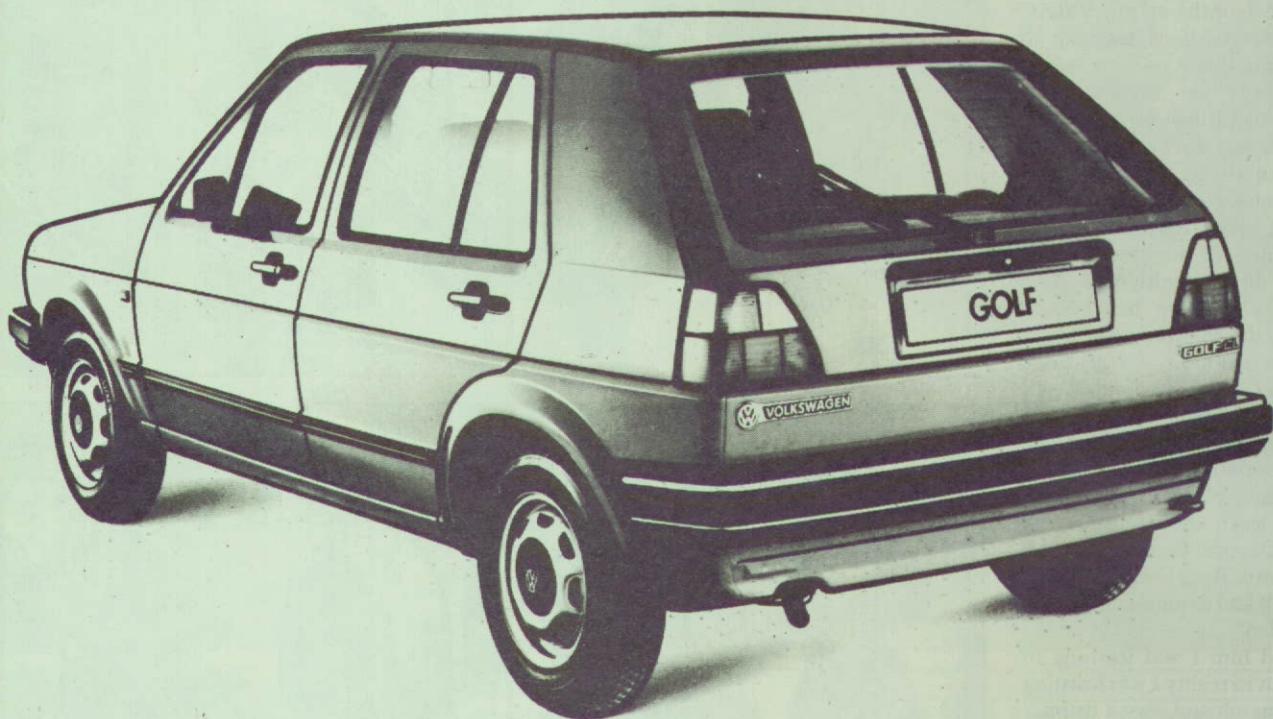
Last minute preparations. Left to right: Elaine Buxton, June Lawson, Ann Pellatt and Band Sergeant Major Fran Tull



June Lawson playing the band — and the action looks good



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**L**ANCE Bombardier Peter Chapman, Royal Artillery, broke the Army's unwritten golden rule Number One. He volunteered. Now he's in sun-baked Egypt, living in a flat far from the Presidential Palace as BRITCON's uniformed 'man nearly in Cairo.'

Peter, 25, volunteered to work for the 37-strong BRITCON and service in Egypt when he was a clerk with 50 Missile Regiment, RA, at Menden, BAOR — that's the one with the Lance missiles.

His Army pals were amazed. How did he do it? "Volunteer! I told them. They were really sick," said the young gunner who is enjoying his stint in the sun as driver and liaison clerk for those MFO personnel passing through Cairo.

He is lucky. On arrival in Egypt he could have been serving, instead, at the former Israeli Air Force base at El Gorah, a camp in the Sinai Desert just 15 kilometres due west of the Israeli border where the majority of MFO personnel are based.

He arrived there to join BRITCON, one of the 10 contingents making up the Multi National Force and Observers (SOLDIER 25 March) but was soon flying the 200 miles eastwards in a turbulence-buffed, French-crewed Twin Otter to take up his new clerical duties.

Peter is so entrenched he is already re-painting his Heliopolis flat — about an hour's jam-packed driving feat from down-town Cairo. The transition is from 'horrible green' to white, a suitable decor he says, for his six-month Middle East stay.

He also has the services of a left-hand-drive Dodge Ram minibus of great power with which he ferries up to a dozen passengers between hotels and airport.

Duties surround the administrative needs of personnel from the 2,580-strong Force who may be passing through the capital. The British were part of the MFO at its outset in March 1982.

Once a month he has to rise at 0300 hours to deal with unit rotations be they British, American, Fijian, Colombian or whatever.

This entails pre-dawn visits with a convoy of following coaches to the airport to facilitate moves into and out of the land of the Pharaohs.

The first time he drove in Cairo, said Peter, he was "a bag of nerves." Twice since, he has been involved in traffic shunts.

One into him and he into another on separate occasions. Now he is

## LANCE BOMBARDIER IN LUXURY!



steering his way through the broad boulevards and cluttered side streets with the best of them.

His simple philosophy of Cairo roadmanship: drive defensively.

Socially, he has managed to cobble together an out-of-office routine and circle of friends.

His favourite restaurant is Swiss — Le Chantilly. His club; Churchill's — "had to have an interview, collar-and-tie stipulated" — and free membership for two pricey and exclusive swimming pools in the neighbourhood.

He has already done his first bit of in-flat entertaining. Six friends he met 'around town' savouring his serving up of steak, potatoes, cauliflower, carrots, mixed veg, followed by gateau and the whole washed down by a litre of Paul Masson's best pressings.

Currently, Peter is trying to arrange for his Hull-born wife, Christine, to visit him in May for a holiday though she has never been farther afield than BAOR and only then when he met her off the Rotterdam ferry.

"My parents, pals and family

back in Yorkshire are all impressed that I've got this job in Cairo," he beamed. "There are no real snags to it, just the two bumps so far. I speak more Arabic though than I ever did German after five years there. I don't speak a word of German!"

"I wouldn't mind an extension, but having only got married in August I don't think my wife would understand."

"The money I save will go into buying our own place for which we are already saving. I shan't be buying a lot of souvenirs, just a few ornaments."

The only dread Peter has left is when the time comes for him to re-join his regiment — that flight in the twin-prop Twin Otter for repatriation through Tel Aviv, Israel.

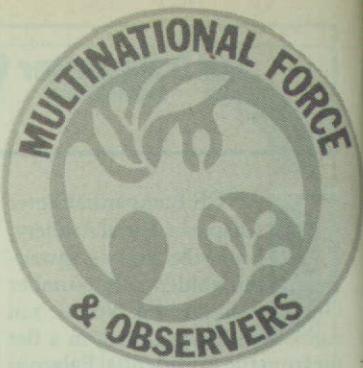
Peter admits that once back with the Menden outfit, life will, it seems, just not have that same feeling and panache.

But, stoically, he is soldiering on. "I'm actually on the look out for a daily cleaner — and that'll set me back about £40 Egyptian a month," he said with a cheeky grin.

Lance Bombardier Peter Chapman relaxing in his flat above, and stepping out smartly in uniform.



# Water... mines... just two of the Vital issues for the Liaison men



**T**HE MFO may be very busy administratively inside its solar-panel heated camp at El Gorha, 15 kilometres due west of the Israeli border and scrupulously neutral outside it as acknowledged peacekeepers throughout a 16,000-square-kilometre Zone 'C' in the Sinai Peninsula.

Yet there is another section of operators within its 11-nation organisation which is just as assiduous in its daily duties.

It is a small nucleus of men involved, as required, in liaison work throughout the hitherto turbulent peninsula, over an area stretching eastwards from the Suez Canal to Rafah in north. There a 130-mile barbed wire border plunges southwards to Tabah, a disputed area topping the Gulf of Aqaba.

The responsibility is that of a half-dozen travelling military liaison officers, all majors, and one of them British, Major Rory Steevenson, of The Royal Hampshire Regiment, an Arabic speaker with an estimated 1,000-word 'gaysh' or Army-based vocabulary.

A man who studied the language of the desert at the Army's School of Languages, Beaconsfield and a former seconded officer in the Sultan of Oman's Armed Forces for over two years.

Major Steevenson, serving with the 37-strong British Contingent (BRITCON), works as a Force Liaison Officer (FNLO) headed by an Australian with an American as deputy.

His five on-the-road colleagues are French, Italian, Dutch, Australian and American.

The terms of their liaison role are to 'provide interface' between the Egyptians and the Israelis as agreed on the signing of the peace treaty at Camp David in 1979.

An agreement which lays down, among other stipulations, rules about the freedom of access to the border by any of the 2,580 military plus civilian personnel making up the Multi-National Force and Observers (MFO).

MFO personnel are, in the main, located at El Gorah (North Camp, as it is known) and at Sharm el-Sheikh (South Camp) about 260 miles due south in the wilderness of a peninsula which has seldom known peace going back to before



◀ Major Steevenson airs his Arabic with a Bedouin water truck driver

Biblical times.

Incidents and misunderstandings do occur and that is where the FNLO troubleshooting squad members like Major Steevenson are individually called in to sort out such problems in an arid area where 50 MFO Observation Posts (OPs) and Command Posts (CPs) punctuate the wastes in seemingly miserly yet strategic positions.

One such OP, for instance, is on an idyllic picture postcard holiday beach and manned by friendly Fijians.

Normally, the FNLOs drive in their radio-equipped but spartan-like jeeps to the more attainable sites. At other times they are flown by Australian and New Zealand aircrews in Huey UH-1H helicopters or by the French in the solitary C.160 Transall transport or pair of DH-6 Twin Otters to some of the more inaccessible parts.

Some look impossible to reach from the air, like the lofty OP where the Colombians have marked out the word 'Bienvenidos' (welcome) in stones, rather like a cairn, in a location where tanks from the Yom Kippur War are said to have left their still visible monograms on the timeless desert sand floor as they turned and wheeled for tactical advantage.

Major Steevenson and his quintet of colleagues have four main areas of responsibility.

Water supply is one of them. The MFO's North Camp is supplied daily by 1,200 cubic metres of the transparent liquid gold through a ten-inch pipe, its source set near the scorched-earth, custom-built Israeli seaside resort of Yamit, 25 kms away.

The Bedouin are allowed to 'tap in' to some 600 cubic metres a day from a number of four-inch pipes.

"They are entitled to their water and I ask them, in Arabic of course, as an MFO liaison officer if it is clean and if they are getting sufficient quantities of it," said Major Steevenson. "And, of course, they say they are not."

Minefield clearance is another legacy smothered by sand, bequeathed by the two Egyptian/Israeli conflicts.

The Egyptians are still engaged in the arduous task of ridding the

## THE CO PRAISES MEN

LIEUTENANT Colonel Ted Loden, CO of BRITCON who won a Military Cross as an intelligence officer in Aden in 1967 with the Parachute Regiment, is proud of the role played by his 37-strong contingent within the MFO framework.

He said: "BRITCON soldiers have come to the MFO from a wide variety of units within the Army. The majority are volunteers and so come here highly-motivated to do a rewarding job in what, to most, will be a completely new and untried environment.

"Once here, they immediately become aware of the strong national pride exhibited by all contingents. They know the achievements of their predecessors and the high esteem in which BRITCON is held.

"Like all British soldiers they are very adaptable and I believe they put tremendous effort into achieving success in whatever task they are given. They work hard and they play hard."

land of their Pharaoh fathers of these 20th century life and limb-destroying devices.

The FNLOs try to keep a record of the total. "If they find 30 to 40 a week, they are doing extremely well. It's extremely dangerous work," said the squad's sole Arabic speaker.

Sometimes rainstorms, flooding the parched wadis or river beds, move whole previously charted minefields off course among the tracts of fickle, scalloped dunes or dead-flat expanses.

On occasion luckless, curious Bedouin moving about the sand seas step on or probe the sensitive ordnance with dire results.

Police-assisted searches for weapons and contraband is another aspect of the Force Liaison Officers' work and one which, as his individual responsibility, Major Steevenson is encouraging the police to pursue.

At times, the Israelis and Egyptians at customs border crossings can appear to be awkward with MFO personnel travelling in their vehicles — all loaned by the MFO — not only on business but for R and R at weekends.

Much of this, suggested the major, was because MFO personnel did not know the rules of procedure and protocol.

"Trying to keep the MFO people consistent all the time with their rights is difficult because of the turn-over and roulements among the ten contingents."

Another aspect of his MFO work



is 'very limited scale' community relations. He cited one of his own early first-hand experiences when a Bedouin caught foraging for rubbish one night near an OP was asked to leave by the MFO soldier.

The Bedouin refused. The soldier hit him. The Bedouin complained to the authorities. The event caused an incident. The Force Liaison Officer, in this case Major Steevenson, was called in to sort it out.

Liaison is also maintained with MFO-manned vehicle checkpoints on the principle road leading to the Israeli border, usually Checkpoint Charlie types with oil drum chicanes instead of dragons' teeth. Civilians are exempt but, as always, MFO vehicles are involved and, on a Friday night, it is not unusual for 35 of them to pass through heading for a bit of R and

R in Israel.

Keeping in touch with the continuity of the MFO liaison men are their counterparts in the Liaison System of Egypt (LSE) and Liaison System of Israel (LSI), the former sometimes staffed by Cairo University students of English doing their three years' National Service.

Major Steevenson said the troubleshooting Force Liaison Officers were carrying out their tasks to ensure the MFO was not "breaking the rules" under the terms of the agreement signed by the two main parties while ensuring that the 11 nations' guests and visitors crossed the border "smoothly, correctly and without problems."

An officer with service in Hong Kong, Northern Ireland, BAOR, the Oman and an adjutancy of a

Time for a laugh and a break. Maj Steevenson takes a tea break with members of the Liaison Service Egyptian (LSE) officers

TA infantry battalion behind him, Major Steevenson's next posting is to somewhat cooler climes. Those of HQ 3rd Armoured Division at Soest and a slot on the exercise planning staff.

He is one of three brothers serving with the Prince of Wales's Division.

Major Antony Steevenson is serving as a company commander with The Duke of Edinburgh's Royal Regiment, at Dhekelia in Cyprus.

Captain David Steevenson of The Devonshire and Dorset Regiment is with a headquarters in the United Kingdom.

## Postman Phil knows the route 'off Pat'!

**A**T THE end of five months and one week 'postie' Sergeant Philip Howard of the Postal Courier Service should know the route from El Gorah in northernmost Sinai to Tel Aviv in neighbouring Israel like the back of his hand... after 21,500 kilometres of driving to and from, 'five hours a day, five days a week'.

For Philip is the postie at the MFO (Multi National Force and Observers) HQ — largely British Army manned — at the former sprawling Israeli Air Force base just 15 kilometres from the border, a cosmopolitan camp where 1,800 personnel from 10 of the 11 nations mount their observation and reporting duties.

In January, postman Phil took

37 bags of mail weighing 339.5 kilos bound for the UK via 'TA' and another 31 bags tipping the scales at 233.5 kilos destined for the Royal Engineers' Postal Courier Depot at London's Mill Hill. He brought 50 bags back during the same month.

Yet, he must have led a charmed life in his early days of a six-month stint away from his ex-WRAC 'postie' wife, Christine and his three kids, Jason, nine, Andrew, five and Martin, three, who live in Willich, near Düsseldorf.

Two of his five-hour return trips across some of the most inhospitable desert in the world came to an abrupt halt.

In the first, a faulty petrol gauge caused him to run out of fuel near Rafah, a town near the Israeli border. His luck was in. A passing container lorry summoned help for him.

On the second occasion, he was on the outskirts of Tel Aviv when the head gasket of his vehicle blew. Phil was lucky again. A passing MFO vehicle called up on his radio.

"It's a lonely existence as I've got no radio of any sort in the wagon and I can't even listen to music," said Phil, "but I'm going to buy a portable for myself."

So what did he think about on the single-handed 300-kilometre round trip?

His eyes glazing over for a second or two, he said, without falter: "My family just now. It's the first time I've been separated from them in 10 years with the Army. I used to write a letter every day but now it's down to one every two days."

"My wife — I snapped her up in a couple of days when she was a postie at Mill Hill like me — always writes to me on pink notepaper inside pink envelopes which she ordered specially from the catalogue."

Did he always feverishly deep into the incoming mail bags looking for the distinctive shade of love?

"Yes," he said. "I've got one in my pocket now and I haven't had chance to read it yet!"

I made my excuses and left. It was obviously a pink letter day again for Phil the postie.

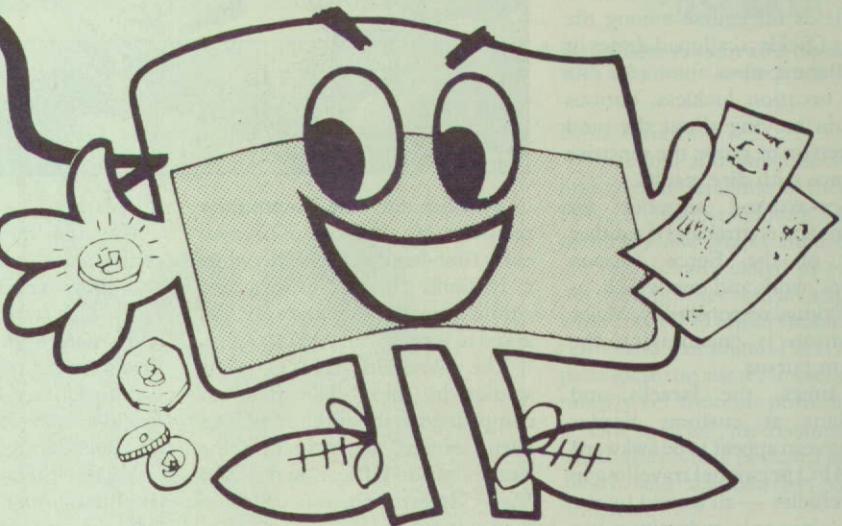


Postman Phil prepares for his own mail drop at journey's start for Tel Aviv

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# CRUCIAL LOSS OF MONEY

We have again reached the time of year when the Armed Forces Pay Review Body reports.

Yet again the members will be unable to take into account the considerable loss of money suffered by Service wives overseas when they are denied DHSS benefits, maternity and redundancy pay.

Yes, Servicemen's jobs are assessed on comparable jobs in civilian life but civilian families are not denied their rights to claim and receive benefits.

Their husbands do not have to dig into their pay packets to make up the shortfall.

Nor do they, where applicable, have to pay National Insurance credits to keep up their wives' entitlement to a state pension.

It's bad enough being a Service wife and trying to manage to get together the right number of working years to be eligible for a full pension, let alone having to ask your husband to pay. In the United Kingdom the State pays.

I have written reams about the DHSS anomalies but few people

are aware that the denial does not end there.

Recently I have had a spate of letters on both maternity pay and redundancy pay.

Redundancy happens, but there is no rhyme nor reason to treat dependants by dismissal with no recompense.

These sad letters need an explanation for this form of treatment. I have written to the MOD and asked:

When the loss of a large sum of money is involved, (£1,400 for the first year of unemployment or about £2,400 if you happen to have two school leavers without a job or YOP course, £50 approximately a week) where or how does the Serviceman find this money to counter the loss?

Surely the Serviceman is on a par with any other government servant and his wife and family are also an integral part of the Services, and as UK citizens they should be treated as such.

*Anne Armstrong*

## How some readers see it...

I was called into the office and was told, due to reorganisation I was to be made redundant. The news came out of the blue and was a great shock.

I've been in my present employment since November 1982. I get on very well with everyone and really enjoy my work as a clerk.

The problem is, am I entitled to claim redundancy money? Most people I've spoken to said I'm not entitled as I'm only a dependant.

I'm a little reluctant to say anything at work about it, as I'm frightened they may just sack me before my redundancy date.

I have also found out that two part-time typists are being employed and my appointment as a grade C3 full-time clerk no longer exists.

I asked my Superintendent Clerk to write me a letter stating I had been made redundant and had not been sacked, as I may have to produce the letter if I go for an interview for new employment.

The chances of getting new employment in Germany are very grim.

I really feel that I am being taken for granted and I also feel very bitter about the whole situation.

I do realise that many people are being made redundant every day, but at least they get some compensation in the form of redundancy money.

Although I'm 'only' a dependant surely I'm entitled to something?

I would be most grateful if you could advise me on the situation. — Mrs T, Germany.

I am writing to you in the hope that you can help me with a problem or at least give me some advice.

I have for the last six and a half years, due to my husband's postings, been employed here in BAOR in one job. Now I am to lose my job because the regiment is to move to a new camp and no new regiment is taking over the barracks.

The annoying points are (1) I have not been told a definite date of my

redundancy (2) because I am the only dependant employed in the restaurant I've been told I've no rights and can be dumped as and when! (3) my colleagues have all been offered other employment because they are on the German net, even though I've been there longer than some of them.

Is there anything I can do or am I really just to get the push after over six years loyal full-time service without batting an eyelid?

I am asking for your help and advice, which would be much appreciated. — Mrs J, Germany.

Redundant! No pay, no unemployment benefit, no offer of another job, no recourse to any organisation to seek help and only because I am a dependent wife of a serving soldier stationed in Germany.

I have been longer in the job than many others. They have been offered other jobs but meanwhile are receiving unemployment benefit for a few weeks, and me nothing. It is disgraceful, as I have paid Class I contributions for 10 years and never claimed. — Mrs P, Germany.

I have worked for 5 years and am now told I am redundant, dismissed with no compensation, yet when I worked for a firm in UK for four years I did receive redundancy pay as I had worked for over the statutory two years. Why am I not eligible for redundancy payment, yet I am employed and paid by the British government? — Mrs L, Germany.

## Sailing project

Sons of serving soldiers who may be interested in the berths available for The London Sailing Project's 1985 season (see SOLDIER 25 March page 19) should apply in the first instance to me. Write to Anne Armstrong, SOLDIER Magazine, Parsons House, Ordnance Road, Aldershot GU11 2DU.

## ANNE ARMSTRONG

Pictured with the MBE awarded in the New Year Honours and presented by The Queen at an investiture at Buckingham Palace.



## PLAYSCHEME HELP

After hearing Annie Colligan saying on BFBS-UK that £6,000 was needed to save the Cambridge Hospital Play Scheme by 31 March 1985, the wives of 62 Cyprus Support Sqn RE decided to do a sponsored slim to raise money for the appeal.

Mrs Diana Kendal, on leave from Cyprus with her husband, Sapper Kevin Kendal and young children Keith and Jemma presented a cheque for £181.69 to the CO of the Cambridge, Colonel Lomax Roberts, in the children's ward.

Diana met Annie and saw at first hand how the money would be spent. Diana explained: "We all

wanted to lose weight. One lady lost a stone and a half."

I enquired how much Diana had lost — 18lbs, and husband Kevin seemed very pleased about the slim figure of his wife.

Diana's parents, Mr and Mrs Cope, were impressed. "You just do not realise the importance of such a scheme until you actually see what goes on."

The response has been most encouraging, both from civilian and military sources. From the Local Authority, Lions Club of Farnborough, Pre-School Play Group in Fleet, to many individuals, the Chelsea Pensioners who sent a cheque for over £100 and the Army School of Mechanical Transport wives club £416.45.



## VISA FOR BRUNEI TIP

Going to Brunei? Service personnel, dependants and civilians now need a visa before entry or re-entry to Brunei. Exceptions:  
a. Nationals of Singapore and Malaysia.  
b. Nationals of Indonesia, Thailand and Philippines holding confirmed return or onward tickets, who will be permitted to stay up to two weeks without a visa.

The Services Booking Centre, 20 Albert Street, London SW1, will advise on visa documentation on request.

# Connor learns about shamrock

**T**HE DAY the Grand Duke met the Pup was a memorable one.

The occasion was St. Patrick's Day duly marked by a parade with all its pomp and pageantry at Pirbright by the men

of the Irish Guards.

Squatting on the sidelines waiting to take his small part in it, was Connor, the four-month-old Irish Wolfhound, the ninth mascot to date of the famous regiment.

His turn on the parade was nigh.



Connor with handler Corporal Dave Rutherford, daughter Lisa (right) and friend Kay.

The Grand Duke — second time successful.

The Regiment's Colonel, His Royal Highness Jean, the Grand Duke of Luxembourg, on his first parade, too, presented Connor with his shamrock, as tradition demanded, fixing it in the canine's collar.

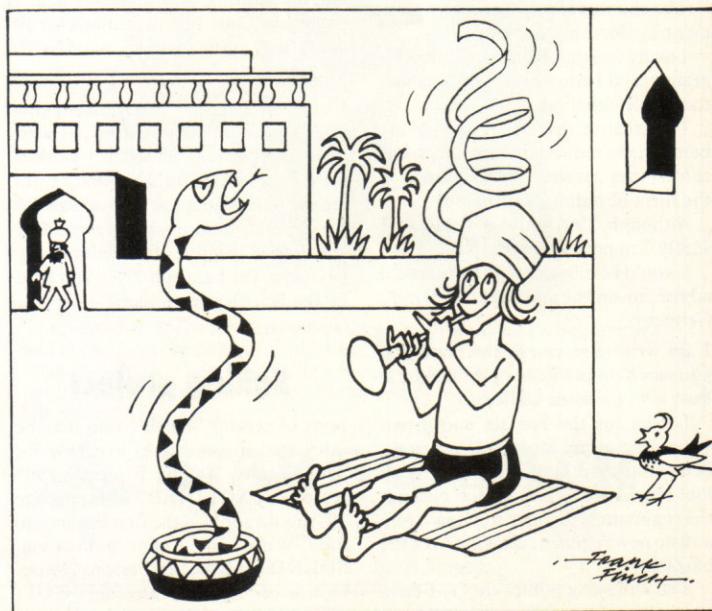
The curious Connor, with youthful disregard, pulled it out again with his gentle muzzle. The Duke dutifully replaced it. Connor was clued up. It stayed.

Now the youngster will continue his training in matters pertaining to mascots ready for parade with the battalion when it returns from BAOR next year.

Connor, for one so young and inexperienced, had acquitted himself well on the regiment's most prestigious calendar day of the year.

## How observant are you?

These two pictures look alike but they differ in ten details.  
Look at them carefully. You can check your answers by turning to page 40.



## Porkers Challenge Dog-ged Supremacy

**T**HIS LITTLE piggy went ... well, certainly not to market. This particularly pert, pint-sized porker called Pinky is not just out for morning 'walkies' or aimlessly beating about the bush, either, with his Army handler, Staff Sergeant John Davies.

He is, believe it or not, out on an intensive field trial and all because of an outstanding natural talent. Smells. Lots of them. Not his. Rather, those filtering through his supersensitive, snuffling snout.

'Sniffer' pigs could be on the way into Army service.

For they are currently being assessed as a viable cost-effective alternative to dogs in the role of tracking and detection.

The novel scheme which has brought squeals of delight from local island animal lovers involves the men of 3 Army Dog Training Unit (ATDU) based at Episkopi, in the Western Sovereign Base Area (WSBA).

This need, apparently, has been heightened by the sudden dearth of suitably-sensored dogs to do the same job. Now, it seems, they are not even going to get a sniff-in.

Pigs, it is not generally known, are renowned for their delicate all-seeking sense of smell.

A factor borne out over the years to good gastronomic and gourmet effect by the French who know a thing or two about a tasty truffle when they eat one.

Yet another little recognised side to the farm animal which can always be relied upon to bring home the bacon is that they have an unerring skill to track fugitives and detect hidden stimulants.

Trials for the trotter-powered tecs — there are three of them — have been going on in Cyprus for a year now.

The three, called Sweet-and-Sour (the schizoid runt of the litter), Pinky and Perky are well into their rooting-out routines.

Their aptitude and willingness to learn is such that they have amazed not only their Army handlers like Chief Trainer Staff Sergeant Davies but also a liaison visiting vet from the UK, Miss Ivy-May Fittwell.

She was taken by surprise, she said, to see cunningly concealed objects and faintly-laid trails failing to defeat the sty-bound, smell-conscious sleuths.

Ever eager in their investigative work, however, the Army's latest acquisitions in nasal inquisitions have to be kept firmly on collar and lead to comply with a special



Staff Sergeant John Davies and piggy pal of 3 ADTU Cyprus.

## SNIFFER PIGS!

Sovereign Base Area (SBA) Ordnance.

Man behind the piggy pilot scheme Captain Willie Leggett-Quicke came across the idea while on a camping holiday with his life-long friend in Perpignan. He promptly put the idea up to the Ministry of Defence's relevant department which, in turn, asked him to conduct a feasibility study.

But there are big operating differences between dogs and pigs, as the captain quickly acknowledged. "The pigs are keen enough all right but, unfortunately, not very fast on their feet and they can be a bit unruly," he conceded.

"They cannot vault obstacles with ease and their eyesight is not the keenest but their tracking potential is definitely there.

"I would like now to see some

sort of training unit officially set up in the UK. Who knows, they might even be given Service

**Story:  
Graham Smith  
Picture:  
Wayne Palmer**

numbers and possibly ranks. I think it would be great fun, too, if a pig were ever to become a regimental mascot ... if there has not already been one. They are a much maligned animal. I have every confidence in their new role as 'sniffer' pigs."

He went on: "Don't forget, too, they are easy to feed. You don't need all those expensive tins of

dog meat which they plug on television. I think my idea has surefire merit."

Coincidentally visiting Cyprus on a fact-finding mission vaguely linked to the EEC was Miss Wanda Lust, the Austrian general secretary of the Continental Pig Breeders and Offal Makers Association who told SOLDIER: "I think it's a wonderful idea. People seem to think of pigs as dirty and stupid. They look so interested in their new work. I wish them luck."

Now, the scheme in Cyprus with the Army has, it is reported, so captured the imagination that their neighbours, the curious RAF are thinking of setting up a similar training programme.

What next? Well, as they always say, in that case pigs might well fly!

# A surprise for 49 Field Regiment



An unusual visitor for Thorp Perrow. An FH70 of 127 (Dragon) Battery moves into position on its auxiliary power unit

## Stately home duties — a different ARU!

**A**N IMPORTANT defence contract was assured and a potentially embarrassing international incident averted when 49 Field Regiment, Royal Artillery, made a lightning swoop on a country house in Yorkshire.

But no newspaper ran the story, nor did it rate a mention on any TV or radio bulletin.

The fact is that the very important guest the regiment was tasked to look after existed for no more than a single day; the cold blooded assassin who was out to get him was armed only with blank ammunition; and any cheques drawn on banks in his own country for the purchase of arms would undoubtedly have bounced.

Since the beginning of the year

49 Field Regiment has been adjusting to a significant change of role, from being part of 1 Brigade and the UKMF, to the job of reinforcement unit for Germany. Suddenly an unusual task came down from above with little more than 12 hours notice — provide security and a suitably impressive welcome for His Excellency the Defence Minister of Ruritania.

It was in fact part of the regiment's ARU (annual review of unit). Previously the staff of 24 Infantry Brigade, based at Caterick, had checked accounts and equipment. Now, on the occasion of the Brigade Commander's annual visit, it was time for a more imaginative test of the whole range of the regiment's abilities.

Two factors encouraged the

preparation of the elaborate scenario which called on the regiment to plan a rapid airlift of three quarters of its strength, plus guns and vehicles.

In the first place 24 Brigade was doing its air concentration week, which meant the rare occasion when numbers of helicopters were available for training. And secondly, the Brigade Chief of Staff, Major Patrick Snowball, knew the owner of a nearby estate who was prepared to become the Defence Minister of Ruritania for a day and, more importantly, allow 49 Field Regiment the use of the grounds around his house.

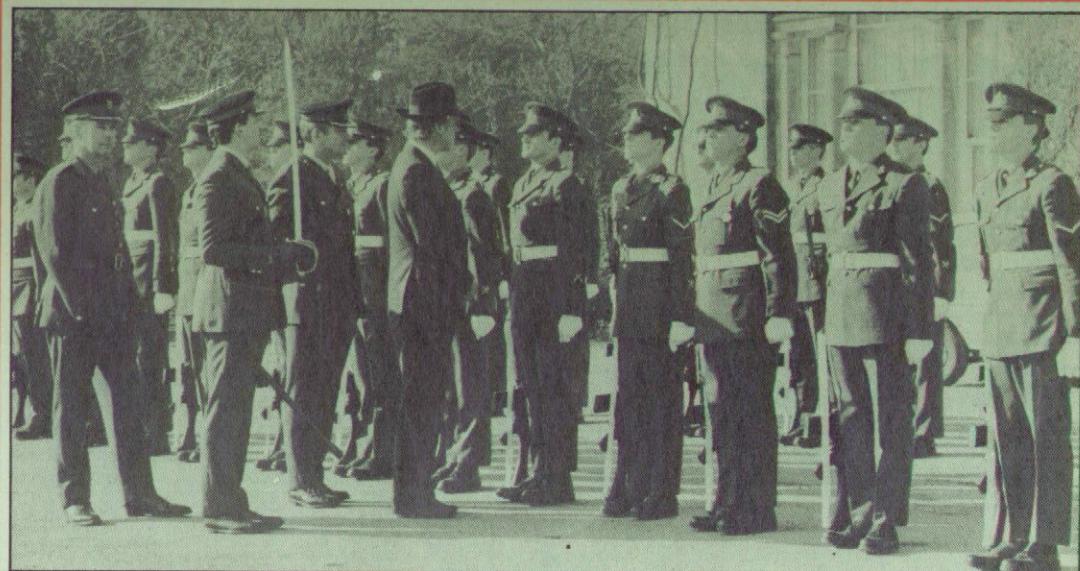
Strict security was maintained until the day before the event when the regiment was given the orders: secure the area around Thorp Perrow House, provide a half guard of 50 men and a 19 gun salute to welcome the Defence Minister, organise a demonstration of the FH70 155 mm field gun (the regiment's principal weapon), and provide tea with an iced fruit cake for the guest.

"This sort of thing is something I very much encourage," said Brigadier John Baskervyle-Glegg, the Commander 24 Brigade. "I think it is easy on an annual inspection just to go through the same old dreary routine which doesn't really test the soldiers' flexibility and which they don't particularly enjoy."

His chief of staff, Major Snowball, the principal author of the exercise agreed: "It's very simple just to form them up in three ranks on the square and well, just get on with it. But if you can do something like this it gives them more fun. They know they are still being tested because at the end of the day the commander writes a report on them."

For Lieutenant Colonel Dick Lambe, Commanding Officer of 49 Field Regiment, the orders came as a surprise, but not a shock.

"Theoretically," he said, "we should be ready for anything and there are so many diverse tasks here it is practicing everybody. We've got ceremonial, security,



Defence Minister for a day, Sir John Ropner meets the guard. With him are Lieutenant Colonel Dick Lambe, CO of 49 Field Regiment, Captain Andrew Budd, the Guard commander, and Brigadier John Baskervyle-Glegg

operations with the FH70 — all certainly should be within our competence. We've also got the novelty of working with helicopters, something one doesn't get enough of."

The most difficult aspect, the colonel added, was the planning. His soldiers could be relied upon to carry out their allotted tasks.

The main problem was organising the loading of the available helicopters to get everyone and everything in position in the right order and at the right time.

On a clear but frosty morning

the airfield at Topcliffe, the regiment's base, hummed with activity. RAF Pumas from Odham and Gütersloh and a Chinook from 7 Squadron RAF were warming up for the first lift. Seven Land Rovers were in line ready to take to the air, along with an ambulance and a four-tonne truck loaded with catering supplies.

Three FH70s of 127 (Dragon) Battery were being prepared for

their maiden flight. The gun had been cleared only the week before the transit by Chinook by JATE, the Joint Air Training Establishment at Brize Norton.

There were also six 25-pounder field guns ready to fly off for the ceremonial salute. 49 Regiment holds three, with smartly chromed extremities, for any Royal Salute that may be necessary in the area. Three more had to be hurriedly borrowed from 269 Battery, a TA unit in Leeds.

The first soldiers to be lifted for the 10 minute flight to Thorp Perrow were members of the 150 man internal security force. Their job was to secure a perimeter area

One of the perks of being Ruritanian Defence Minister. Sir John Ropner gets a ride on an FH70 (left). Getting there is half the fun. Soldiers of the IS force get aboard their Chinook. Two 25-pounders wait their turn in the foreground



Gunners of HQ Battery with the help of a detachment from 127 (Dragon) Battery sound a 25-pounder welcome on the lawn of Thorp Perrow



Ready for the off. A four tonner arrives courtesy of an RAF Chinook. The first time, it was said, such a lift had been done on exercise



# Brigadier pleased — 'but it was not an easy task'

of some four to five kilometres and make sure the visit passed without incident.

Warnings had been given about possible trouble. Evidently Ruritanian, which had somehow found its way to South America for the exercise, had an appalling record on human rights. There had been ugly scenes recently at the Embassy in London and a group, calling itself 'People's Rights', had promised to do everything it could to make the visit unpleasantly memorable.

Moreover Special Branch had reason to believe that a serious attempt would be made on the life of the visiting Defence Minister.

Most of the IS force came from 143 (Toombs's Troop) Field Battery with the addition of a troop from 55 (the Residency) Battery. 143's commander, Major Peter Smeeth, wasn't able to receive his responsibility until the morning of the exercise but he expressed quiet confidence as he left with his men.

"It's something that I suppose we've always been training for," he said. "The gunners have to be versatile enough to act as infantry because it is essential for us to clear our own gun positions and put out foot patrols.

"Also there is a residual knowledge of infantry training because we have been in Northern Ireland and the older soldiers who've been there will help the younger ones."

It took about 40 helicopter flights to ferry 350 men, their guns, vehicles and equipment across to Thorp Perrow. A second Chinook was called in as the two and a half hour movement time looked like being nearer three hours.

Re-fuelling became a more difficult problem as the operation

**Lance Corporal Sefton Hair, ACC, displaying the monogrammed cake made by Sergeant Frank Breen**

continued. While the Chinooks could make several round trips carrying troops, they needed to take on fuel for each flight with the 9.2 tonne FH70s.

At Thorp Perrow the intense activity continued. The half guard drilled on the gravel in front of the house. The 25-pounders were lined up just around the corner and the security patrols prowled through the adjacent woods and outbuildings.

About a dozen demonstrators, drawn mainly from 210 Signal Squadron in Catterick with some women from 40 Squadron, RCT, did their best to disrupt proceedings and subvert the troops with leaflets.

"None of the soldiers gave anything away despite a lot of barracking and abuse from us," said their leader 'Red Graham', better known as Captain Graham Moore, the Brigade EME. "We were asking them an awful lot of questions about their unit, what the helicopters were doing, and trying to sell them the idea of our political cause, but none of them would listen."

Before the guest arrived, 34 members of the St George's Band, The Royal Regiment of Fusiliers, were flown in from an engagement in Harrogate to provide the proper accompaniment to the ceremonials.

When, promptly on time, Sir John Ropner, Bt, climbed out of a Gazelle helicopter of 3 Flight, AAC, he had the unique experience of being welcomed to his own home by soldiers presenting arms, band playing and guns booming in salute.

After the welcome and inspection there was a demonstration of the FH70 by members of 127 Battery. The brief had mentioned the hope that an impressive display would result in a substantial order for the guns. Sir John, who drove

one of them under its auxiliary power unit, assured everyone that, as far as the Ruritanian Defence Minister was concerned, the order would be forthcoming.

Meanwhile the IS quick reaction patrols had kept the demonstrators well out of sight. A promised mass protest was quickly nixed, and the SMG, hidden in parts among them, was soon located.

The sniper was even less lucky. Captain Jonathon Borwick, the Brigade SO3 G2, said he had managed to install himself in a wood with an excellent 450 yard line of fire on his target. But a civilian car parked right in front of him had frustrated his efforts!

At the afternoon tea, prepared by the regimental cooks, Sir John cut the cake, initialed JR in his honour, and received a 25-pound shell case inscribed to commemorate the visit of the Ruritanian Minister.

He thought only his young son, Henry, had enjoyed the day more than himself, but there was evident satisfaction everywhere as the troops packed up to go home.

Staff Sergeant Kim Willshire, who spent the day with the IS command post, said: "Talking to the lads most of them really enjoyed it. It's so different from what we normally do."

Preparing to board the homeward Chinook with the men of the half guard he had commanded, Captain Andrew Budd, 2 i/c of 55 Battery, said: "Did we enjoy it? Just ask the troops. We are happy we did what we were asked to do, and even happier it seems to have gone all right."

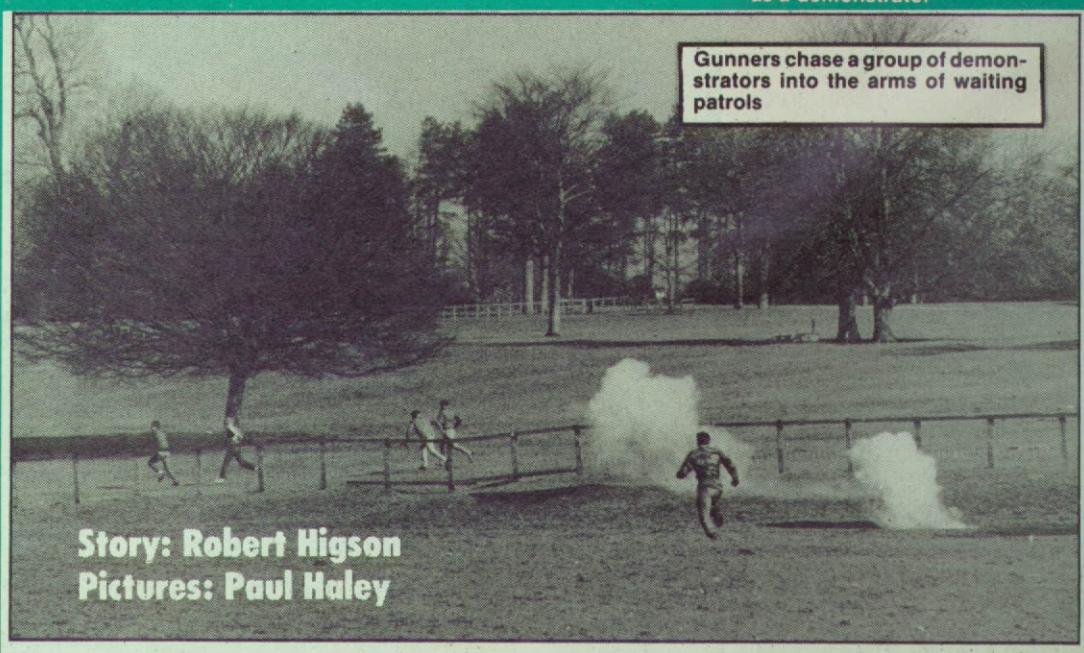
At the end of the day Brigadier Baskerville-Glegg summed up his feelings: "It was not an easy test. They only got the task yesterday and they've had a lot to think about overnight. But it's all gone extremely well. I am very pleased."



Nearly nine and a quarter tonnes of FH70 take to the air. They'd only just cleared for transit by Chinook



Signalman John Fisher of 210 Signal Squadron learns about life as a demonstrator



Gunners chase a group of demonstrators into the arms of waiting patrols

**R**ED ARMY saboteur groups, secretly inserted into the United Kingdom, to wreak havoc on vital Key Points (KPs) are possible situations not under-estimated by tri-Service chiefs but not seen on the scale of "Boys' Own fantasies" with Russians landing at London's Heathrow Airport a Ministry of Defence press briefing was told, writes **Graham Smith**

Consequently, in the largest joint-Service exercise to be staged in the UK since World War Two, 65,000 personnel, more than half of them Army Regular, TA and Reservists, will be taking part in the £3 million, 12-day Exercise Brave Defender in September.

The objective: to thwart 16,000 'enemy' fielded by eight Army battalions simulating infiltrated Soviet Army specially trained sabotage groups, the Spetsnaz ('Spetsialnast') hell bent on attacking and destroying 200 KPs all over the country, except Ulster. KPs such as airfields, ports, depots and communications centres.

Exercise Brave Defender takes place between September 2-13 with an Army in-put of 23,000 Regulars, 7,000 TA, 2,500 Home Service Force (HSF) and 2,500 Reservists.

Patrol ambushes, long and painstaking observation and the constant challenge of the need to outwit small groups of saboteurs with "imaginative but essentially low-level tactical skills and plans" have been promised by Lieutenant General Sir John Akehurst, late Royal Anglian, Commander UK Field Army.

He told the media: "This exercise will not have the glamour or the movement and clash of armed forces. You may regard the role of volunteer forces as less demanding in defending KPs in the UK, even less glamourous than that perhaps required of similar units who go to reinforce Nato.

"It's very important that Home Defence should not be seen as the Second Eleven to those going over the water on exercise. Brave Defender is an extremely im-

## "NOT SEEN AS SECOND ELEVEN"



Action from a previous home defence exercise

portant exercise.

"Players cannot afford any margin of error in the defence of a KP which could result in the loss of either its function or vital material. A counter-attack however brilliantly or bravely executed will not restore a burnt out navigation radar nor the exploding ammunition in a depot."

General Akehurst had special words of encouragement and praise for the Army's part-timers, particularly the HSF which has been recruiting steadily from its origins

of a pilot scheme with four Companies. There are now some 2,700 "in the pipeline" adding towards a target figure of 5,000.

He said: "They will be very new to the game, many companies begin recruiting on 1 April, but while the temptation to call them Dad's Army will be irresistible to some of you, perhaps I may point out that none of them has less than two years' service and many much more. They are highly experienced for their straightforward task and many will be in their 20s and 30s."

## GUARDS BANDS PREPARE FOR 'SLIM DOWN'

SPECTATORS at the Trooping the Colour will be seeing slightly less for their money this year, writes **Robert Higson**:

As the five bands of the Foot Guards have been instructed to reduce their numbers from 54 to 50 bandsmen each, there will be one less rank of 20 when they perform en masse at Horse Guards in celebration of the Queen's Birthday.

Last year the massed bands of the Foot Guards formed up in 13

ranks — this year the number will be 12 and next year it will probably be down to 11. Evidently natural wastage can be relied upon to provide the required reduction this year, but in a year's time such demands as courses, sick and compassionate leave and so on are bound to drop numbers even further.

London District, however, has assured all anxious questioners that though the volume may be down a bit there will be no reduction in

quality. The five bands have no intention of letting their standards slip.

The first public appearance of the massed bands — in the abbreviated version — will be on Horse Guards on 4 June when they Beat Retreat.

Incidentally, there are to be no changes of numbers in the Guards' two mounted bands, and the Corps of Drums and Pipes will remain unaltered.

BAOR is supplying 110 umpire teams and eight companies of 'enemy' forces kitted out with weapons, radios and vehicles.

Outlining the threat, Lieutenant Colonel John Hughes-Wilson reminded that two forms of attack on the UK were feasible.

The first was air strikes. The second, attacks on Service and civil installations and functions by specially trained military sabotage groups known in the Soviet Army as "Spetsnaz" or Special Purpose Forces.

"I am not going into Boys' Own fantasies with Russians landing at Heathrow," he said, "but Spetsnaz can be infiltrated into the country by a number of means from the sea or air. It is considered that their aim would be to damage national and Nato military capabilities, including our reinforcement of Nato and the associated command and control facilities."

"Suffice to say that Spetsnaz attacks would be well planned and carried out in a skilful and determined manner and may comprise anything from covert entry to the use of stand-off weapons outside the target perimeter. Nevertheless, the Spetsnaz are not super-human. They are not ten feet tall and need time to identify their target and plan their assault."

Home Defence forces on Brave Defender will be subjected to incidents depicting "heightened civil awareness". Many players will be in civvies but will carry "some form of identification to avoid messing the public about."

Hostile incidents at KPs will cover enemy recce, laser target marking and marker beacons, sabotage with Improvised Explosive Devices (IEDs), Explosive Ordnance Disposal (EOD) action following air attack and various forms of enemy special forces' overt and covert action.

Civilian police will be involved in all aspects. For the first time, too, the Americans will be taking part, 700 of them in the exercise which is not free-play and under strict controls.

General Akehurst thanked the many employers who release part-time soldiers to take part in exercises like Brave Defender as well as the soldiers themselves who gave up so much spare time.

"Many employers do not find it easy as manning levels are squeezed but the turnout for last year's Exercise Lionheart was first class and I am sure it will be again this year. I believe this exercise will thoroughly and enjoyably stretch our sailors, soldiers and airmen and give them a proper insight into the importance and challenge of their role".

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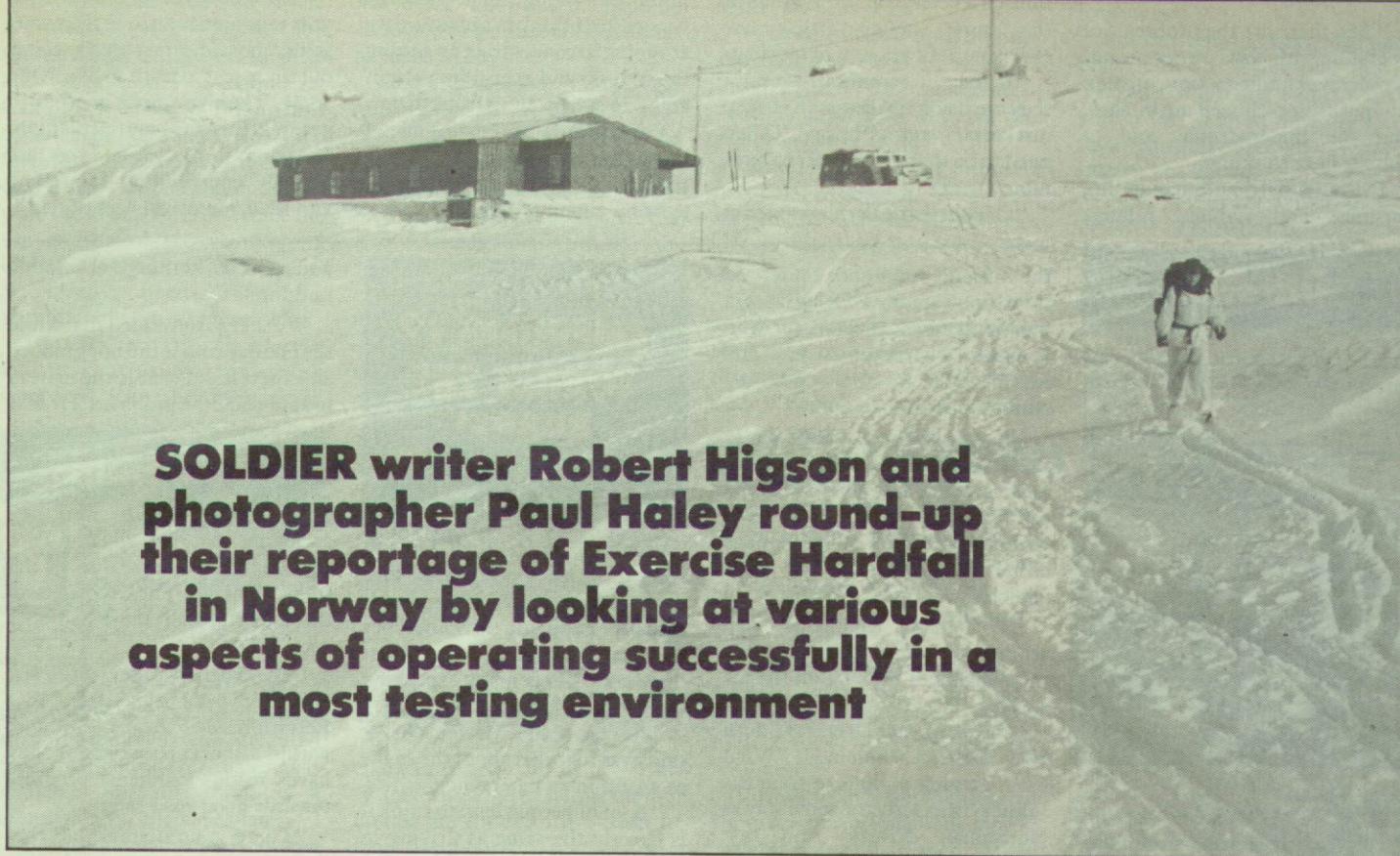
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## **SOLDIER writer Robert Higson and photographer Paul Haley round-up their reportage of Exercise Hardfall in Norway by looking at various aspects of operating successfully in a most testing environment**

### **MOBILITY**

**E**VERYONE has their own idea of what is the most difficult aspect of operating in a sub-arctic winter. For Captain Allan Thomson, Royal Marines, it is simply the problem of getting around.

"Mobility is the most difficult thing we've got to overcome," said the man who is principal adviser on Arctic warfare to 1 Para, the current infantry battalion of the AMF(L). "Obviously you've just got to look at the mountains and forests. Very rugged country."

"There are areas where you can only go with skis, so battalions have got to be fully ski trained. If you can't move around here you are absolutely wasted."

Gone are the days when it was thought that a fighting battalion could manage with one company on skis with the rest making do with snow shoes. These days the ski, as the most basic element to mobility, rules supreme, so much so in fact that on Exercise Hardfall this year there were 1,000 new fibre glass skis of various types on trials sponsored by the Directorate of Clothing and Textiles in Andover.

Not surprisingly ski mobility is one area where Norwegian troops outshine their British counterparts. Although in many other aspects of soldiering, as the Norwegians themselves readily admit, the British professionals can teach a thing or two to the host country's

### **If you can't move around — you're wasted...**

part time conscript army.

But skiing is a problem for soldiers from a land where it is a relatively expensive past time rather than a day to day necessity.

"We had 1 Para novices on a course that lasted three weeks," Captain Thomson said. "The soldiers came on that course, never having been on skis before, and at the end of it they are off with a rucksack — a huge bergen — and they can be carrying anything up to 100lbs. Its a very heavy load and its very difficult for relative beginners to be able to ski reasonably well with that type of weight."

Nevertheless Captain Thomson was full of admiration for the way 1 Para had tackled the job which they took over from The Prince of Wales's Own Regiment of Yorkshire in time for last season.

There was always an enormous amount to do for anyone coming fresh into the AMF role. They had to adapt to new kit and acquire new skills in a relatively short space of time.

"Its very difficult for them, perhaps, to achieve the same standards as the Royal Marines who have been doing it for 15 years," Captain Thomson said, "but 1 Para have adapted very well."

A few hundred kilometres north of 1 Para's training area — on a bleak windswept plateau at Hjerkinn, a group of bombardiers from 5 (Gibraltar) Battery and HQ Battery were undertaking a potential instructors course with the intention of building up

expertise within the AMF artillery.

"In the past because we are not all skiborne it has been one of the problems," explained Captain David Adams. "We've tended to train people just in survival and everything has been done on snow shoes. What we are trying to do now is to get everybody in the Force Artillery up to a certain standard of skiing with their kit."

For some people this is a lot easier than for others. Major Patrick Friend, the Force Provost Marshal, with the benefit of three seasons experience, reckoned that as many as 90 per cent of the soldiers take to skiing without too many problems. The remainder find it extremely difficult.

Downhill skiing is encouraged as a means of improving balance and confidence on skis, but the main purpose of the whole effort is, of course, to get the soldier and his kit across country as speedily and efficiently as possible.

"That's the hardest thing of the whole lot," said Bombadier John McLeod, one of those on the potential instructors course. "Actually yomping, you know, with skis and bergen up. Eighty pounds on your back, a weapon round your neck and sometimes pulling a loaded pulk, which is heavy going."

"If you don't train well beforehand you'll suffer for it when you're out here."

Bombadier McLeod and his companions were already putting their fitness to the test. They were digging snow holes for overnight accommodation and were due to trek 12 kilometres to the slopes of

Mount Snohella (2,800 metres) the following day for a little hill and endurance work. They would come back for another night in their snow holes and see, said Sergeant Harry Jukes, the instructor in charge, just how much those snug burrows had subsided in their absence.

As the digging continued some men were preparing lunch from the arctic rations which are designed to give each soldier 5,000 much needed calories a day.

Time and effort were the things you could never over-estimate in Norway, Captain Adams commented. Patrols with full kit were hard put to average a kilometre an hour in the deceptively smooth rolling hills around Hjerkinn. And, with all things in the Arctic, self discipline and good organisation of personal kit were essential on the march.

"There are certain things you must do whether you feel you need to or not," he said, "things like changing your socks, making sure you are not sweating, taking the time to take your bergen off, remove a jumper and put everything back on again. You must be able to cope with yourself before you can look after other people."

To the demands of simply crossing the snow are added those of tactical movement — being able to pick the right ground for maximum concealment (no easy task in the treeless plateau of Hjerkinn) and learning the arts of advance and contact with an enemy, and the way to form false tracks to confuse him.

*Continued on page 32*

Then there are the problems of operating with NBC protective kit, problems of limited vision, misting up masks, ice-choked air intakes, and the impenetrable cold of rubber next to skin.

It is all a hard and demanding business and Captain Adams,

himself a veteran of five seasons in the snow, believes that not everyone is fit enough to tackle it.

"If they do strenuous exercise they are using up too much energy just keeping warm," he said. "They need to be that much fitter to have more energy to expend."

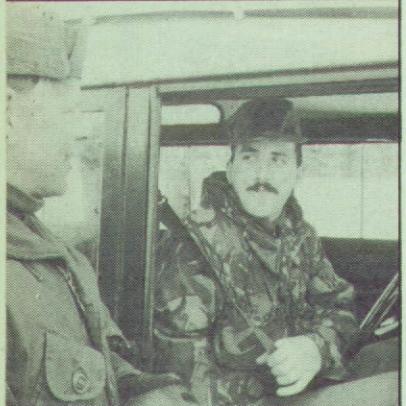
"Of course the better you are at

things like skiing, the less energy you waste. I think in the future we are going to concentrate on getting them to ski and everything else is going to start rolling from that."

Captain Adams remains one of those believes that the Arctic should be the province of volunteers on a long term basis.

"I personally don't think a three year tour is enough to perfect your skills," he said. "You need a season out there just to learn to live in the snow. Then you need another to get to grips with your actual job. In your third season you are actually contributing something and then you usually get posted!"

## DRIVING



**E**VERYONE who goes on winter exercises to Norway has to go back to school to learn a lot of new ways of doing things and drivers are no exception.

Norwegian roads are narrow, steep and well furnished with sharp bends at the best of times. In winter they are usually encrusted with packed snow which is rarely treated with salt or gravel, and drivers either manage, with no other aid than studded winter tyres, or suffer the consequences.

For the past six years British Army drivers in Norway have been getting to grips, so to speak, with

the difficult conditions under the tuition of Captain Alf Ringheim, a Norwegian ordnance officer who is also an instructor in snow and ice driving for his country's Automobile Association.

One end of the airfield runway at Bomoen Camp, Voss, is used as a safe practice area where students can happily slide into snow drifts without doing too much damage either to themselves or their vehicles.

As Captain Ringheim sped around the course demonstrating the dangers of braking on the icy surface, Warrant Officer I Bob Ferguson, Master Driver of South West District, explained: "What we are trying to do is to train the soldiers in exactly the same way as Norwegian drivers. And that means a little skid pan training. So they've got to do bends and what we call a double evasive manoeuvre."

This involved a row of cones representing a lorry pulling out of a side street and another line of cones representing a vehicle approaching in the opposite direction. The student was obliged to get round the first hazard and retain the right side of the roads without hitting the second or ending up in the snow bank.

"Some of the lads find it quite frightening," WO Ferguson said.

## EMERGENCY? FORGET THE BRAKE!

"A lot of them feel they'd like to take it a lot slower and give themselves a chance to see what's actually happening. Sometimes they have to have about two or three goes, but generally speaking the majority manage quite well."

The trick, the Master Driver said, was to forget about the brake as an aid in an emergency.

"A lot of people tend to think it is exactly the same as driving in England in that when they put their foot on the brake they've got a degree of safety. That's not true, the last thing you want to do is use the brake. What you must do is depress the clutch and take your foot off the accelerator, and drive through the hazard with your wheels revolving."

"That is the way to counteract the conditions on these roads. With the wheels turning you've got traction, you've got grip and a little bit of sensitivity with the steering wheel. Once you depress the brake pedal the wheels become locked

and you've nothing, absolutely nothing."

WO Ferguson added that while the one day course did not produce an expert it did enable the drivers to appreciate the problems. He said that some 250 would probably undertake instruction this year.

Certainly any experience was of great value. There were 42 accidents last year when 1 Para was doing its first season in the snow. This year, nearly half way through Hardfall, there had only been eight.

"The experience they gained last year they've put to good use," WO Ferguson said. "And I think that within a short space of time they have made excellent progress towards good road safety."

"There is no doubt at all that the experience you gain driving on these roads has to be all for the better. We put them through this course at a fairly fast speed so consequently if they do meet a hazard they are fairly well equipped to deal with it."

Captain Ringheim added another hint for safety in the snow that perhaps not many people have thought of. In Norway, he said, the prudent motorist washed his tyres with something like white spirit regularly during the winter. In this way, he said, you removed road grime and increased traction.

## VEHICLES

**I**F you climb in a CVRT (combat vehicle reconnaissance — tracked) first thing on a frosty Norwegian morning, try not to breathe.

The problem is that if you do your breath will condense in the well chilled steel interior and you will become enveloped in a dense white mist.

"If you've got to go in, say to service the radio, you've got to hold your breath," said Lieutenant Jim Clark a Royal Signals officer on attachment to C Squadron, 16th/5th The Queen's Royal Lancers. "Otherwise you can't see to do anything."

Misty interiors are not the only problem to face the AMF(L) recce squadron on its annual visit to Norway. The same intense cold, which makes even firing a rifle a delicate operation, is the cause of endless trouble.

Water vapour condenses in the fuel tanks, for example, and causes

icing in the fuel lines. And, in common with most aspects of Hardfall activity, work either on or in the vehicles is not permitted without protective gloves causing a loss of dexterity and efficiency.

C Squadron has just spent its fifth winter based at Rinnleiret Camp, near Levanger, in the northern Hardfall sector.

"A lot of the soldiers are very experienced and very used to it," said Major Mark Roland, the squadron commander, who has been with them for two seasons. "Personally I still find it a bit of a shock because the last squadron I commanded was in Brunei."

"But it is all excellent training. Driving the vehicles, firing, exercising and generally living in these conditions has to be thought about very carefully and trained for properly, otherwise you can get into serious trouble."

He added that few of the men who had been coming to Norway for five years rejected the chance to come back again. "They are regularly asked if they'd like a



change of scene at this time of year and the general answer is no. They enjoy the training and they enjoy the skiing. They want to stay."

Members of C Squadron have to do their skiing and snow survival courses like everyone else before being able to practice their motorised role in this demanding environment.

As Lieutenant Clark explained: "You've got to be able to leave the vehicle at any time and survive

without having it around."

Having wheels, or rather tracks, does have some advantages. Sergeant ('Screw') Driver of 3 Troop said: "We are certainly better off on the vehicles because we've got boiling vessels and we can carry a lot more kit to keep us warm. But on the training side it does tend to produce some difficulties as we have to do survival training for three weeks which means we don't get enough time to work on the vehicles."

He was speaking in a snowbound farmyard where 3 Troop had established a hide as part of the programme of individual troop training. As Lieutenant Nicholas MacReady, the commander of 1 Troop, explained in an adjacent pine forest: "Basically we've got a couple of days to sort things out and make our mistakes in private so by the time of the Squadron exercise we hope to have things to a T."

The area where the troops were to practice their patrol and reconnaissance drills was some 20 kilometres north of Rinnleiret Camp. It is a place of rolling hills covered by farmland and pine forest and although it can get very cold (this year some temperatures were the lowest recorded since the war and below -20 was nothing unusual) it is more suitable for C Squadron's needs than the mountainous Voss region.

The CVRTs are usually referred to as 'through snow' vehicles as compared with the 'over snow'

## MORTARS

**T**HERE'S one particular problem firing mortars in the winter snows of Norway. They tend to sink further and further into the snow with each shot.

The solution is to fill a series of small bags (known as Raschen bags after the colonel who invented them) with whatever material is available and use them as a foundation for the base plate.

Unfortunately snow — the material most commonly available in a Norwegian winter — isn't any good. Even inside the bags it just keeps on compressing.

So this year the mortar platoon of Support Company, 1 Para, obtained a load of gravel from a local quarry and tried filling their Raschen bags with that.

Warrant Officer 2 Jim Duncan, the platoon 2ic, said that about 300lbs of gravel was needed to give each of the half dozen 81mm mortars a firm base.

Usually the mortars travel in the platoon's Volvo 202 over snow

## AIR

**F**OR the soldiers on the ground, struggling up steep mountainsides with full bergens and heavy sledges, the Army Air Corps has it made.

Certainly when you are up there on a clear, fine day, gliding effortlessly over frozen mountains, forests and lakes, the problems of simple mobility, so apparent down below, seem very remote.

But it is by no means a complete joy ride for the crews of the six Gazelle helicopters of 2 Flight, AAC, and their supporting technicians. As Major Peter Adams, the OC, pointed out: "It's very mountainous and that means a very different concept of flying as we don't operate in many parts of the world with quite such extreme mountains."

"The weather is incredibly variable and it really dictates all our functions. It is not only the aircraft, it is also the pilots because

Volvo 202. They sink through the snow and so are generally confined to roads and tracks.

Down at Bomoen Camp, just outside Voss, it was mainly Volvos which were assembled in the precincts of the REME workshops. These workhorses of the AMF have been in service ever since the Army started exercising in Norway 17 years ago.

They are due for steady replacement by the new Hagland BV 206, a more reliable and more comfortable means of over snow transport, of which there should be some 60

## THAT SINKING (IN THE SNOW) FEELING

vehicles, but when necessary the equipment has to be hauled on pulks by ski-borne soldiers. An extra 300 lbs of gravel now seemed as if it might become an additional load.

On the Mjofjell ranges the mortar platoon did their own assessment, firing two rounds to bed in their mortars and a series of shots to 'check the belt' — the system whereby the falling mortar bombs are plotted in relation to their firing point.

"In these sort of conditions," said Sergeant Dick Caton, a section commander, "it's probably a preparation time of about 30 minutes to get the mortars into position. If we were firing from a made road that time would be cut down by half. Everything takes a lot longer here, but it's not bad once we get a good base position then everything goes on as normal."

Captain Donald Denne, on exchange from the Canadian Airborne Regiment and acting as 1 Para's mortar officer, was

it is not the way they are used to flying."

The big hazard is whiteout, when fine particles of snow blot out every reference point, when sky and hillside can fatally merge.

Landing is particularly dangerous. The whirling rotors whip up their own local snowstorm as the aircraft comes in to touch down and visibility is reduced to zero.

"Someone who hasn't had the experience or the training would find himself beyond his limits," Major Adams said. "You lose all external references and the only way you can land is actually by seeing something on the ground."

The technique, he added, was to try to land with zero air speed and zero height with a reference point on the landing site provided by some object of contrast — a black plastic bag filled with snow, for instance, or somebody willing to crouch, face hidden, in the snow while the aircraft hovered down virtually on to of him.

Maintenance is another problem in the severe cold.

in service next year.

"The cold affects both humans and machines," said AQMS WO2 Brian Littler, WOic workshops, "and it drastically reduces the performance of both."

Batteries and fuel were a particular problem. The cold sapped the strength of batteries and it turned ordinary diesel fuel into a waxy substance.

"Everyone's got to wear gloves and with some of the operations they have to do it makes things extremely difficult," WO Littler said. "Each and every task is

lengthened."

But this year the work load had been lighter. "I put that down basically to it being 1 Para's first season last year so they are into their learning curve now — well into it," he added.

"Last year on the Volvo 202 we changed 55 major assemblies, engines, gear boxes and axles, within the exercise period. So far this year we've only changed 13 on the whole of the fleet — that's including all wheeled and other tracked fighting vehicles, which is excellent."

## At work with Milan



At work with Milan

"Milan works quite happily up here," he said. "The problem always is visibility but we can get round that."

Corporal Andrew McGuinness, one of the anti tank section commanders, said: "It's hard work. Simple things like taking the Milan into position on skis or snow shoes or pulking things in. In England you'd just walk. Here you can't. It's hard going, but interesting."

## CATERING

**T**HERE is one great advantage to baking bread in the Arctic — you get to keep warm.

Corporal Jim West, one of the RAOC team operating the field bakery at Bomoen Camp, Voss, explained: "The operating temperature here has to be around 22° centigrade. Outside it can be less than -20. So we often get people coming to see us, especially when we go up on exercise in the far north. They say they are coming for a visit, but really it's just to get warm."

The field bakery, which is essentially two standard containers run by two 50 kilowatt diesel generators, produced about 1,500 loaves a night during operations at Bomoen.

"We issue to 13 different units on a split rota whereby we do, say six one day and the remainder the next day, with a double order on Saturday," Corporal West said.



"We do rolls as well and we do the odd cake and current bun. But we are not employed to do anything fancy, the ACC do that."

In such a climate, Corporal West added, water pipes must have heaters on them otherwise they freeze.

"We actually need the water hotter for the dough up here to compensate for the cold temperatures and we have to have the flour in the actual bakery about 12 hours before we need it just to get the warmth."

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# SUNNY CHANGE FOR QUEEN'S COMPANY

**B**ACK IN the Mediterranean for the first time in 20 years, The Queen's Company, 1st Battalion, Grenadier Guards, swapped the streets of London and Windsor where they carry out eye-catching public duties to spend a whole month enjoying Cypriot sun, sand and sea during intensive training for Exercise Royal Measure Three.

The five officers and 95 men — including several on attachment from outside the Company — fully absorbed themselves in basic infantry training among the island's citrus groves and dun-coloured scrub country scantly populated by itinerant shepherds.

The UK-based visitors also trained on the sand-and-shingle littoral where they 'hit the beach' and inland at a deserted village for FIBUA (Fighting in Built-Up Area) techniques.

The Queen's Company, (its average age is 19, its average height 6 ft 1½ ins), was on the

**FIBUA principles applied at Paramali, an inland deserted village**



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**All ashore from assault boats at Evidihmou Bay**

Mediterranean's easternmost island two decades ago on United Nations duties, soon after the setting up of UNFICYP (United Nations Force in Cyprus).

Ferried 2,400 miles as the VC 10 flies with their accompanying freight in a Hercules transport, the Hounslow-based unit was billeted as Bloodhound Camp, named after the missile of the same name that once guarded the eight-mile distant RAF Akrotiri several years ago.

The men, normally engaged in public duties at Buckingham Palace, St James's Palace and Windsor Castle, had a full programme of training well away from the public gaze.

The Company — it has the unique and special privilege of duties at a Sovereign's Coronation or funeral — 'hit the beach' at Evidihmou Beach from half-a-dozen Mark Five assault boats.

They also took part in helicopter familiarisation drills courtesy of the resident RAF's 84 Squadron and their Wessex from RAF Akrotiri and practised basic infantry skills such as ambushes, OPs, cordon-and-search operations, map reading and night navigation exercises, basic range work and the FIBUA training at Paramali, a deserted hill top community five miles or so from their camp.

Exercise commander, Major Richard Aubrey-Fletcher, The Captain of The Queen's Company, endorsed: "In London District we have very little opportunity to train because our main role in public duties at places like Buckingham Palace, the Tower of London, guards of honour and State occasions like the Opening of Parliament. Cyprus is a different and challenging environment.

"We obviously require, as infantrymen, to be as professional as anyone else and by coming out here we can improve that requirement. We have part of our signals platoon out with us running an HF exercise link back to the UK using Clansman sets."

The Company also took out its own cooks, medics and assault pioneer attachments.

The guardsmen, however, did have adventurous training schemes written into their month-long stay in Cyprus with opportunities

such as canoeing, wind surfing, skiing, rock climbing, water skiing, a short parachuting course and some gliding.

Though the 1st Battalion has never returned to Cyprus in the UN role it has had detachments serving in Sudan, Kenya (twice), Jamaica and the Windward and Leeward Islands in the Caribbean.

"It is not a rare occurrence for us to go overseas," said Major Aubrey-Fletcher. "During the last year our rifle companies have been to Morocco, Bavaria, Denmark and we are here now in Cyprus.

"With our heavy commitment to public duties the opportunity is taken to get companies

**Story: Graham Smith**

**Pictures: Les Wiggs**

away by themselves so that they can train and, at the same time, have a break."

One such break for the battalion's Queen's Company was 10 days spent in Belgium on ceremonial duties to mark that country's liberation 40 years ago; another, a three-week exercise based on Thetford, on the Stanford Principal Training Area (SPTA) in Norfolk.

Before returning to Hounslow for their current tour a year ago, the Company had spent a tour along with the battalion in Northern Ireland at Crossmaglen in South Armagh.

Next year, they move to Münster, BAOR, to take up the role of a mechanised infantry battalion in FV 432s. They will probably be there for five years and are taking over from the Irish Guards.

Replacing them in Hounslow will be the 2nd Battalion, Scots Guards, currently the resident infantry battalion in Cyprus.

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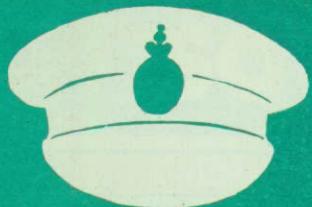
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## Your Cap Badge

No. 76

### MILITARY PROVOST STAFF CORPS

THE Military Provost Staff Corps is not a corps whose activities are given great publicity.

It is possible that you may never have heard of it, or if you have, be labouring under a misconception as to its proper role.

The Army has no prisons, it does in conjunction with the two other Services run a Military Corrective Training Centre, whose task it is to rehabilitate erring soldiers and

train them either to be better soldiers or to make a fresh start in civilian life.

This is a small corps yet only 75 per cent of those who apply for transfer into it gain selection as the standards for entry are high indeed.

Recruiting is solely by transfer of suitable soldiers of the rank of corporal and above from any arm or corps.

A brief history of the treatment of military offenders and the military prison staff may serve to bring the reader up to date and to dispel the misconceptions which still exist especially among the older 'old soldiers' who read this series.

Until the middle of the last century military offenders were confined in county or other public gaols.

In 1836 a Committee of Investigation recommended that separate places of confinement be provided in order that a soldier should not lose sight of his profession and be placed in an environment among those who had no knowledge of military discipline.

In 1844 it was decided that terms up to 28 days be undergone in barrack cells and that certain buildings be set aside to act as military prisons

in large garrison towns at home and in certain garrisons overseas.

Those in the United Kingdom were still under Home Office control and staffed by civilian personnel.

At the end of 1901 the Military Prison Staff Corps was formed (AO 241 of 1901) and administration transferred to War Office control.

The badge worn in the head-dress by the newly formed corps was the Royal

Cypher surmounted by the Imperial (or Tudor) crown.

In 1906 the title was changed to that by which it is presently known but the badge did not change in style, only in format as each Sovereign succeeded the other upon their respective accessions.

On 16 October 1953 there was Sealed the design you see here, being in gilding metal later to be produced and worn in gold anodised aluminium.

HUGH L KING



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# RGJ desert adventurers are back home...

Left to right: Bandsman Chris Selley, Captain Charles Blackmore, Captain Jamie Bowden and Rifleman Mark West sit it out in comfort this time. They had each spent 120 hours on camels.

## WISER — AND SADDLE SORE

FOUR WISER Army latter-day pioneers of a 700-mile, four-week desert pilgrimage — Expedition Jordanian Ride — aboard cantankerous, go-slow camels in honour of hero Lawrence of Arabia's feat 68 years ago, have arrived back home (see **SOLDIER** March 11).

Captain Charles Blackmore, 3rd Battalion, The Royal Green Jackets, the expedition leader; Captain Jamie Bowden, 3 RGJ, the navigation officer; Rifleman Mark West, 1 RGJ and Bandsman-cum-medical, Chris Selley, 2 RGJ, accomplished two-thirds of their planned 1,000-mile trek across Jordan's timeless, shifting sands flintstone tracts to mark the 50th anniversary of the death of Colonel T E Lawrence.

Four men who had lived as the indigenous Bedouin or Bedu on a diet of dates, goats' milk and figs while managing the occasional warm and hospitable overnight under black, goat's hair woven tents. And while recovering from saddle-soreness.

Four men who privately vowed to themselves never to admit to having dysentery after they had seen the swift treatment meted out by the Bedu to one incontinent camel's rear end!

Within an hour of their touching down at London's Heathrow from their in-bound Amman flight three of the quartet were whisked for a five-minute interview with Breakfast Time's Frank Bough.

Authenticity was the order of the day for, at mid-day, the four of them did a quick change into once lice-ridden — but not now, they

assured us — Arab dress and head-gear for another press conference at a West End hotel.

But was 'El Lawrence' quite the man his chronicled exploits from his own pen would have the world believe?

The dogged faithful followers of his camel steps seven decades later are not so sure.

Captain Blackmore, admitting that Lawrence had been a hero figure from his school days, said he took a battered copy of his work 'The Seven Pillars of Wisdom' to Jordan for instant reference. He suggested that there may have been certain "embellishments."

This was endorsed by Captain Bowden referring to the claim that Lawrence had covered 1,500 miles by camel in 30 days. "I cannot believe that camels in those days were so very much fitter and so much stronger that they could have done 50 miles a day. I think he had exaggerated, based on what he claimed he was getting out of his camels.

He added: "There is a popular view in the UK and certainly in the Arab world that Lawrence was a bit of a fraud not only exaggerating, suggesting he lied out and out and that his role with the Arab war was very, very minor. But I don't think that can be true.

"It was the finest achievement to them. He was very highly regarded and he must have had some charisma."

Captain Blackmore agreed. "Lawrence made a tremendous impact on everybody's mind with the romance of desert travel. A lot of things we feel, with tongue in cheek, were slightly exaggerated.

"It must be borne in mind Lawrence was an extremely capable camel rider. He had the finest camels of his day but I do not think you could cross the desert, in our opinion, in the times he suggested. I would never detract from his achievements as a man in English history."

The four Green Jackets had taken their trek seriously following, as faithfully as they could, the route taken by El Lawrence during the winter of 1917/18 during the Arab revolt.

"We were not only riding camels for the first time in our lives, we took no western provisions with us whatsoever. We would do what the Bedu do, eat their food and

**Story:  
Graham Smith  
Pictures:  
Paul Haley**

do everything in their custom," said Captain Blackmore.

"It was the biggest transformation we ever expected. The Bedu did not seem to eat very much. One meal a day. Baked bread covered in cinders and camel dung for flavour."

At times, the camels became tired and unresponsive with their 300lb man-and-kit loads and planned distances were not achieved. Not helped either by the lame and dysentery-stricken camels.

Extremely cold and windy weather had made the going "extremely gruelling" on man and

beasts on occasion. One of the local handlers had a touch of exposure and, had it not been for Captain Bowden's navigation expertise gained at Hermitage, the handlers would have added on 10 miles travel daily.

But the expedition had its lighter sides like the French tourists who insisted on filming what they took to be fair-haired, blue-eyed Bedu.

Captain Blackmore summed up: "We were privileged to share a way of life with the Bedu; a way of life which is fast changing. Tribal scenes are changing so quickly now. My sons, if I ever have any, may not achieve what I have done and seen.

"When we left we were all fighting back emotion. I had tears saying goodbye. Living with the Bedu was an extraordinary experience. One becomes very relaxed, very close to nature.

"It was not a conscious thing I was trying to prove anything. I admire Lawrence tremendously, his charisma. One cannot diminish his enigma."

What now? The tattered copies of *The Seven Pillars of Wisdom* return to the bookshelves and future reference. The Arab dress and headgear will only be used again at fancy dress parties.

The future? Captain Blackmore, now range control and safety officer at BATUS (British Army Training Unit Suffield) Canada has yet another dream.

The 2,000-mile west to east Trans-Sahara trek, possibly single-handed, an explorer's idyllic six months.

How? You've guessed it. By camel!

# SQUARE PAIRS

COMPETITION 360

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DON	pudding	NINE	short	POUND	news	TURN

STUDY the words in these 49 squares carefully, then see if you can pair them off until there's just one left. The pairs you make may be a well known phrase, a place name, a fictional character, a book or a song title. They may join up to form a single, longer word. But beware! Several of the words have more than one possible partner so you'll have to use your powers of deduction and elimination to arrive at the correct combinations.

Send us your 24 pairs plus the 'odd one out' together with the Competition 360 label from this page.

The rules of the competition are the same as usual. The competition is open to all readers at home and overseas and the closing date is 24 May. The answer and winners name will appear in our issue dated 17 June.

Each entry must be accommodated by the 'Competition 360' label from this page. For two entries send two labels (NOT photocopies), three entries three labels — and so on.

In the case of more than one correct entry being received, the winner will be drawn by lots. No correspondence can be entered into.

Send your answers by postcard or letter to: Prize Competition, SOLDIER, Parsons House, Ordnance Road Aldershot, Hants, GU11 2DU.

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 **TALBOT HORIZON LS**

# MAIL DROP



Got something to say, a point to make or a story to tell? This is *your* page to exchange *your* news, views, comments and opinions. All we ask is that you keep it brief and include your full name and address although not necessarily for publication. Write: Mail Drop, **SOLDIER**, Ordnance Road, Aldershot, Hants GU11 2DU.

## BE FAIR

Oliver Cromwell's name is well known. Many historians have recorded his exploits during the Civil War and as Protector afterwards.

Sir Thomas Fairfax, however, has attracted less attention. Yet it was Fairfax who commanded the Parliamentary forces during the most critical years and who, by his brilliant campaigns culminating in the battle of Naseby, set the stage for the restoration of Parliamentary government.

And it was Fairfax — not Cromwell — who in January 1645 was appointed the first Commander-in-Chief of the New Model Army. As such Sir Thomas Fairfax can be said to have been the father of the Regular Army as we still know it today.

When the fighting had finished, Fairfax, having no wish to take part in politics, retired from public life. He returned to his old home at Nun Appleton, the family seat in the Fairfax estates to the west of York.

Many villages formed part of his estate. One of these was Bilbrough and one feels that it must have been his favourite village.

When his wife died she was buried in Bilbrough Church and in his will he wrote "And my body... that may be buried near unto the body of my most honoured and dear wife in the Parish Church of Bilbrough in such a manner as may be convenient and decent rather than pompous". In 1671 Bilbrough

Church became his last resting place.

Lord Fairfax, as he had become when his father died, and Lady Fairfax share a tomb in Bilbrough Church. Sadly the tomb has been damaged by the decay of the chapel in which it laid for 300 years.

The Church Council launched an appeal in May 1984. Since then, £18,000 has been raised and restoration work is under way. Unfortunately, as so often happens, one thing leads to another.

To conserve the tomb after its repair, the chapel had to be repaired and even in part rebuilt; to conserve the repaired chapel the church in which it stands requires similar treatment. We now find that this additional work will cost some £11,500.

We in Bilbrough believe that the Regular soldiers of today would wish to be associated with this undertaking, which in itself commemorates one of our very great soldiers, General Fairfax.

Please will you help by making a donation, which can be sent to either Fairfax Appeal Fund, (a/c no 25311329 sorting code 05-09-94), Yorkshire Bank PLC, 46 Coney St, York, YO1 1NQ, or The Hon Treasurer, Bilbrough PCC, Lingcroft, Bilbrough, York, YO2 3PH.

— Lt Col (Ret'd) C D Agnew, Manor Farm House, Bilbrough, York, YO2 3PH.

## KEEPING DRY

When my father went to war in 1914 he had a groundsheet to keep the rain off. When I went to war in 1939 I had a groundsheet to keep the rain off.

We both knew what it was like to have rain running out of the seat of our pants.

So when I read your heading 'All waterproof by 87' I was truly impressed. "Hooray," I thought, "the Army has solved the problem at last!"

I was soon to be disappointed on reading further that the new suits are impermeable, so that soldiers will get just as wet from their own sweat when wearing the suits, that is unless they stand perfectly still. After all, a smart walk across the square produces a fair amount of sweat!

"Surely," I thought, "the boffins have found the answer to that one. All those years ago the groundsheet was just as impermeable." And there it was, the answer is microporous material such as Gortex, but rejected because of cost.

Is not this false economy? If we are to maintain the objective of dry soldiers would it not be sensible to use this material and spread the issue over a longer period, giving priority to those who are most vulnerable to the elements (eg the infantry) and gradually introduce it for those less vulnerable (eg workshops, staff personnel)?

At the moment it appears that the alternative being offered to the poor soldier is, "Put on your suit and drown in your own sweat or leave it off and drown in the rain."

If microporous material is not available in quantity from UK suppliers I would be very surprised if it was not available 'Of the shelf' in America and probably cheaper.

Making the choice between silk and towelling might look good on paper but I doubt whether it makes much impression on a soldier with rain running out of the seat of his pants! — **George Drake DCM, 47 Beaufort Road, Charlton Kings, Cheltenham, Glos, GL52 6JS.**

## FREEDOM

Your two articles (25 February) are incorrect in the location of our Tercentenary celebrations. The celebrations for 14 and 15 May will take place at Catterick, and it is not until 17 May that the Regiment will be in Birmingham.

Having been granted the honour of receiving the Freedom of Birmingham, we have incorporated it into our Tercentenary celebrations. On 24 April an exhibition depicting 300 years of the Regiment will be opened by the Lord Mayor in the Birmingham City Library. Entry will be free.

On 17 May the Freedom will be conferred at an open air ceremony outside the Council House, and then the Regiment will exercise its privilege of marching 'with bayonets fixed, Guidon flying and drums beating'. The parade will start at approximately 1115 hours, and spectators are most welcome.

We plan to publish a Tercentenary book. The book will contain anecdotal stories of various battles and traditions. It is not a detailed history. If any of your readers would like a copy they should forward a cheque for £4.66, made out to 'The Regimental Museum QOH', to the address below. Delivery will be in May/June. — **Maj C W M Carter, Tercentenary Office, The Queen's Own Hussars, Cambrai Barracks, Catterick Garrison, North Yorkshire DL9 3PZ.**

## Reunions

**Fiddlers' Club.** The annual reunion of the pre-1939 Trumpeters Royal Artillery will be held on 19/20 July 1985 at the RA mess, Larkhill. Details from Major J J Dobbs, 5 Glynswood, Camberley, Surrey.

**15th/19th The King's Royal Hussars Regimental Association's** 66th annual reunion dinner at the Strand Palace Hotel, Strand, London WC2 Saturday 4 May (6 pm for 7 pm). Details from Major B O Simmonds, Regimental Secretary, 15th/19th The King's Royal Hussars, Fenham Barracks, Newcastle upon Tyne NE2 4NP. Tel: 0632 329855.

**Old Welbexian Association Reunion** Dinner will be held at The School of Signals, Blandford, Dorset on 11 October 1985. The Reunion is particularly for No 5 and No 6 Entry but all other OWs are encouraged to attend. Dress dinner jacket. Accommodation available. Contacts: 5 Entry — Lt Col R D K Thompson, School of Signals, Blandford, Dorset, tel: 0258 52581 Ext. 253; 6 Entry — M J P Vann, tel: 01-934 9327; other entries — Capt G S Lane, Welbeck College, Worksop, Notts, tel: 0909 476326 ext. 30 or 0909 723291 (evenings).

**London (2) Corps Signals OCA** annual reunion will be held at Fulham House, Friday 19 April 1985 from 7 pm. Please contact T Y Faulkner, 109a Jersey Road, Isleworth, Middx.

**Royal Regiment of Wales Association's** 17th Annual Reunion Weekend Cardiff 29/30 June 85. Dinner in the City Hall on Sat night 29 June. Drumhead Service and lunch Sun 30 June at Maindy Barracks. Details from RHQ RRW, The Barracks, Cardiff CF4 3YE, tel: Cardiff 27611 ext 215.

## Call-signs

**C/Sgt G Gallagher, Grenadier Guards, Army Careers Information Office, 53 Fountain St, Manchester M2 2AN** would like to hear from anyone who knows the whereabouts of Birmingham born Peter Bray, former MT Platoon Guardsman, 2nd Bn Grenadier Guards, who served with him in Wuppertal, Germany 1966-8.

**Miss Sue Donnelly, 12 Kenwood Chase, Wostenholme Road, Nether Edge, Sheffield S7 1LB** is trying to trace anyone who remembers her from when she served for six months in the WRAC in 1979, especially Corporal Peter D Saunders, and W/Pte Maureen Hearty who were both at Rousillon Barracks in Chichester in 1979.

## Competition

IN Competition 355 (28 January) we asked readers to solve a different form of crossword, and produce a famous quotation — and the name of the writer.

Winner of the £50 prize is Mrs J I Chown, of Sturminster Newton, Dorset.

Solving the problem set in Figure A should have produced the following answers: A-Whistler, B-Inn of Death, C-Leaves a Tip, D-Little Rock, E-Ill Advised, F-Atmosphere, G-Merrylegs, H-Bounty Hunter, I-Lucy, J-Aperitif, K-Krishna, L-East End.

The initial letters led to the name of the writer, William Blake, and the solving of the Figure B poser leaves us with the quotation:

*To Mercy, Pity, Peace and Love  
All pray in their distress,  
And to these virtues of delight  
Return their thankfulness  
(The Divine Image)*

## How Observant Are You?

- Width of roof on left building.
- Walking-stick of man on left.
- Bush at foot on left palm tree.
- Front line of snake-charmer's neck.
- Toes on snake-charmer's right foot.
- Mouthpiece of trumpet.
- Left side of right palm tree.
- Pattern on right of snake's dish.
- Snake-charmer's right elbow.
- Snake's tongue.

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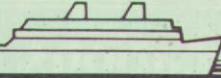
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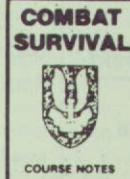
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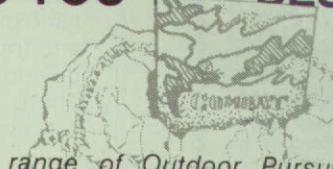
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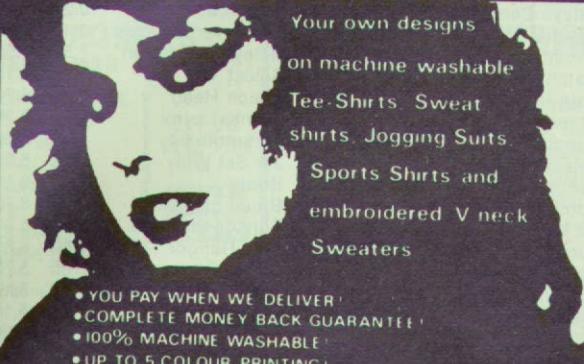
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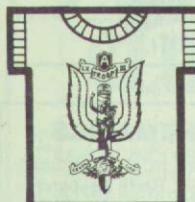
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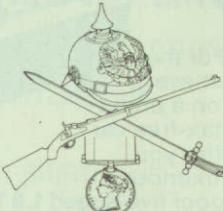
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# ARMY GET THE RN BLUES

THERE WAS little cheer for the Army soccer team when they went to Portsmouth for first round of the inter service championship for the Constantinople Cup.

The Navy came home 2-0 after a match in which Army players operated as individuals rather than a cohesive unit. They chased and battled all right, but there was no real pattern to their play and the number of strikes on goal could be counted on one hand.

Tragedy came when Staff Sergeant Jimmy Slade, APTC, made a dreadful back pass to Army 'keeper Signalman Lance Netherton, R Sigs, LPT 'Dutchy' Holland was able to intercept the ball, dodge around Netherton and push the ball into an empty net. It was a costly moment of sheer carelessness and lost concentration.

The Army tried to step up their game after the interval. From a free kick, Corporal Sandy Brown, R. Sigs., the Army skipper, touched the ball to Guardsman Rab Sharpe, SG, whose hard ground shot was just wide.

Play swung untidily from end to end with far too many infringements destroying the flow of the game.

The Army were desperately unlucky when, from a throw in, the ball rolled across the face of the Navy goal with three Army players scrambling unsuccessfully to score.

The Navy's second goal came right out of the blue. The Army had just cleared a threatening Navy attack by booting the ball upfield. It was collected, almost on the half way line, by Corporal Tiv Lowe, RM, who took two or three paces and let fly. When the ball dipped over the startled Netherton and curled in under the cross-bar, the Army's misery was complete.

## Signals Triumph

TWO goals in as many minutes, just when The Parachute Regiment Depot threatened to retrieve the game, clinched a well deserved victory for 233 Signal Squadron in the final of the Army Minor Units soccer competition for the York and Lancaster Cup.

Sergeant Eddie Small beat a defender and then dribbled around the advancing goalkeeper before shooting into the empty Para net. Then Staff Sergeant Jimmy Boyd, skipper of the Lisburn based Signals unit, centred for Corporal Mike Honeyman to head on to Staff Sergeant Scotty McDougall who nodded the ball into the roof of the goal.



Pentathlon

L/Cpl Geraint Edwards tries to smother a Naval clearance. Pte David Richardson, (No 9) looks as if he's remembered something



In Cyprus on the way back from Egypt, 2/Lt Dominic Mahoney (right) and team mate L/Cpl Tim Haddon keep in trim

## KENTISH CALAMITY

COMBINED Services lost their second Kentish Cup match of the season when they went down 1-0 to a very talented Belgian Armed Forces soccer team which contained six "B" internationals.

As usual, the British side rose to the occasion and contested every ball of a most entertaining match.

Belgium went into the lead in the first half with a goal from Thans (RFC Liege) and, although Combined Services pressed hard and dominated much of the second period, they could not equalise.

Corporal Tiv Lowe, Royal Marines, was the home side's man of the match — an honour he shared with the Belgian Thans.

SECOND LIEUTENANT Dominic Mahoney, of The Life Guards, gave further promise of an outstanding athletic career when he helped the British team to second place behind the Bulgarians at the 6th International Modern Pentathlon held in Cairo.

Last year he came 6th in the world junior championships held in Bucharest. This year in Egypt he came fourth after three very experienced Bulgarians.

Mahoney, who is 19 and the current British under 20 Epee and Army champion, came first in the final event, the run, and finished a fine second in the fencing.

The British team for this event consisted entirely of Army athletes. Sergeant Peter Whiteside, REME, a prominent pentathlete for a number of years (he was selected for the Moscow Olympics and narrowly missed Los Angeles) finished 8th overall in Cairo despite a heavy chest infection.

Lance Corporal Tim Haddon, 13th/18th Royal Hussars, the third member of the team, also suffered from the combined effects of a chest infection and dust. His 12th position was a little disappointing as his swimming and running times were below his best.

The vice president of the international governing body, attending the Cairo competition as an observer, conferred upon it the status of a full "A" international. That meant all competitors scoring 4,500 points or more had reached the minimum standard required to qualify for the World championships and Olympic Games. All the British team achieved the standard.

# ARMY'S DOUBLE GLORY

THIS year's Inter Service Team and Individual Judo Championships were hosted by the RAF at West Drayton and although the Army had held the 'A' Team Trophy since its inauguration in 1969 they were keen to collect the 'B' Cup which the RN had won last year.

The 'B' team, all KYU grade competitors, was the first to be contested and the Army proved to be too good for both the other Services and won 4-3 against the RN and 5-2 against the RAF.

The 'A' Team Competition which is open to any grade of competitor was decisively won by the Army who defeated both the Royal Navy and the Royal Air Force by seven wins to nil. Both trophies are now safely in Army hands.

On the following day the Individual Championships were contested and the Army took seven of the eight gold medals plus five silver and seven bronze medals.

In the Army Open Individual Judo Championships a record 125 competitors assembled at the UKLF School of P & RT in Bulford to contest the 11 titles and it proved to be a very busy day.

Corporal Stuart Travis, (see adjoining story) again proved to be too classy for his opponents.

It was good to see Corporal Kubath (Depot Para) and Gunner Barnes (25 Fd Regt) in good fighting form and a special mention must go to Craftsman Morton (SEME) for not only winning his weight category but also for winning the Open 'A' title against a much bigger and stronger opponent.

## RESULTS

### RUGBY

**Inter-Services Championship:** Army 12, RAF 15.

**Major Units Final:** 7 RHA 7, 1 RRU 6.

**Minor Units UK Final:** 24 Field Squadron, RE, 13; King's Division Depot, 6.

Army Colts 9, Royal Navy Colts 3; Army Colts 48, Birkenhead Park Colts 0.

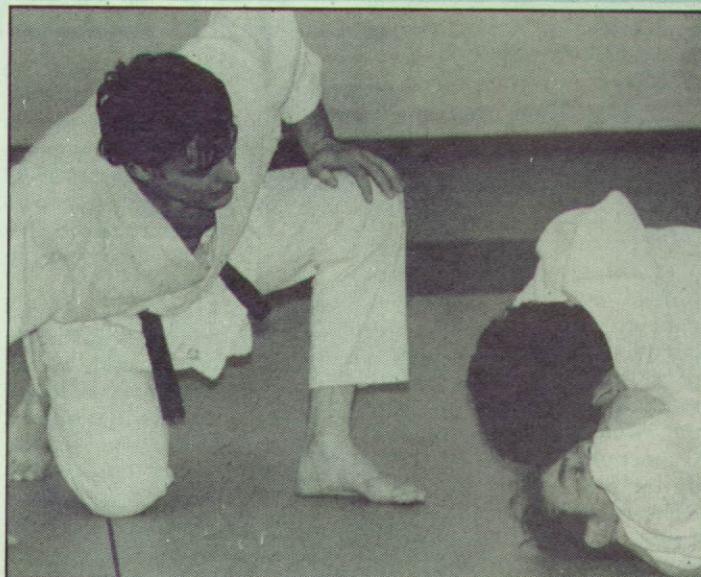
### SOCCER

**Inter-Services Championship (Constantinople Cup):** Royal Navy 2, Army 0.

**Minor Units Cup Final:** 233 Signal Squadron 4, Depot Para 1.

**Inter Services Youth Championship:** Army 4, Royal Navy 2. English Fire Services 2, Army 1.

# JUDO PIONEERS



Getting down to it. Corporal Travis coaches members of 23 Group's young squad

THE YOUNG, largely novice judo squad members of 23 Group, Royal Pioneers, have been enjoying a remarkable run of success since the beginning of the year.

They won the South East District novices team championships and produced an unprecedented all RPC final in the UK novices team championship. While in the UK Open Championships they scored a further three gold medals, one silver and three bronze.

Squad manager Captain Chris Johnston has no doubt what lies behind this success: "Corporal Stuart Travis has used all his years of experience to very good effect. He assists me in coaching and has developed a group of fit but very inexperienced young men into a force to be reckoned with."

Corporal Travis, who is married with two children and comes from Hull, doesn't limit his judo

activities to coaching. In the Army Open Individual Championships he collected gold medals for the 86-95 kilo competition and the Open 'B' (over 71 kilo) event.

As a result he went on to represent the Army in the inter services championships where he made a major contribution to the Army's victory in the team competition as well as winning gold medals in the individual open and under 95 kilo class.

It was a good performance but something not unexpected from a man who is a current member of the British National Squad, an Olympic reserve twice and a Fourth Dan.

Corporal Travis summed up 23 Group's performance as a collection effort. "It is all down to the lads really," he said. "They work very hard and learn quickly. I look forward to great things from them in the future."

### HOCKEY

Cambridge Univ 0 Army 2.

**Inter Services Championship:** Army 1, Royal Navy 0. Army 3, Royal Air Force 3.

### SQUASH

**TA O, Army 'A' 5.** TA names first, 2Lt David Williamson lost to Cpl Tom Pollard 9-7, 6-9, 1-9, 3-9. O/Cdt Richard Openshaw lost to Maj Nick Coombe, 9-3, 3-9, 9-7, 1-9. Tpr Robert Finlayson lost to S/Sgt Colin Evans 8-10, 5-9, 2-9. Dvr Angus Bartab lost to Capt Paul Rigg 3-9, 9-4, 9-7, 3-9, 1-9. Maj John Duff lost to Musn Paul Waymont 6-9, 5-9, 9-7, 9-7, 4-9.

**TA 3, Sandhurst 2.** TA names first, 2Lt David Williamson beat Maj James Dewar 9-5, 3-9, 9-0, 1-9, 9-3. O/Cdt Richard Openshaw beat Lt Col Ted Champion 9-7, 9-8, 7-9, 9-4. Tpr Robert Finlayson lost to Sgt Neil

Mabbott 9-10, 7-9, 7-9. Dvr Angus Bartab lost to Capt Chris Sexton 1-9, 6-9, 5-9. Maj John Duff beat Capt Andrew Bellamy 9-3, 9-7, 7-9, 9-3.

### BADMINTON

#### Army Championships:

**Men's Singles:** Capt Roger Green, RAMC, beat Cpl Chris Fetherston, REME, 15-11, 15-2.

**Women's Singles:** Col Vida Walker beat Cpl Liz Bancroft 11-8, 8-11, 11-4.

**Men's Open Doubles:** Capt Roger Green and WO1 Bill Sheldrake, RA, beat WO1 Mick Feehily, RAMC, and Cpl Chris Fetherston 15-11, 15-6.

**Women's Doubles:** Pte Karen Dyer and Pte Lynn Hebdon beat Sgt Shirley Bowden and Pte Karen Curwen, 15-12, 15-7.

**Mixed Doubles:** Capt Roger Green and Sgt Shirley Bowden beat Cpl Adrian Quilley, RAPC, and Pte Sue Westley 12-15, 15-2, 15-6.

# REME FOR US RUGBY TOUR

THE United States of America is not a country you would normally associate with the game of rugby, but that is not a thought to deter the Royal Electrical and Mechanical Engineers.

In May REME's two rugby squads from the UK and BAOR will combine for a short but busy tour of Gridiron country. They plan to play 11 matches in 12 days.

American rugby is something of a fledgling sport, kept alive mainly by expatriates and US servicemen who learnt about the game in duty tours of Europe. The standard varies but there are evidently some teams capable of giving anyone a good game.

At this stage the programme is still to be finalised. It will probably include fixtures against US Army teams, and against civilian sides in Baltimore and Pennsylvania. With luck the grand finale will be a match with one of the better American sides, Washington Irish, in the national capital.

But to start REME will hold its annual UK v BAOR fixtures on American soil and hopefully inspire interest among the natives.

The tour arose from an idea by Colonel Geoffrey Slater, the Commandant of the School of Electronic Engineering at Arborfield. It was brought to fruition by the visit last year of General William Potts of the US Ordnance Corps.

Tour manager, Captain Andy Morgan, has been working hard on the project for several months. Cost is an important factor especially in view of the pound's vanishing act in the face of the dollar.

**Inter Unit Men's Doubles:** Lt John Rafell and WO1 Mick Feehily (RAMC Training Centre) beat Cpl Steve Cryans and L/Cpl Jim Hewitt (SEME, Bordon).

**Junior Singles:** Junior Gunner Simon White beat L/Cpl Rathbone 15-5, 15-2.

**Junior Inter-Unit Doubles:** L/Cpl Rathbone and Jnr Tpr Buisson (Junior Leaders Regt, RAC) beat AT Roson and AT Milne (Princess Marina College, Arborfield) 15-6, 15-5.

**CROSS COUNTRY**  
**Inter Services Championships:** at Blackdown.

**Seniors** (6.3 miles): 1 Lt C Robison, RN, 34.34; 2 Cpl S Jones, RAF, 34.36; 3 Flt Lt R Hackney, RAF, 35.16. Team results: 1 RAF 27 pts; 2 Army 79 pts; 3 Royal Navy 90 pts.

**Women** (3 miles): Cpl M Smith, WRAC, 18.48; 2 Sgt L Higgs, WRAC, 18.53; 3 PO WREN S Robinson, RN, 19.07.

# HORSE GUNNERS ARE RUGBY CHAMPS

WITH victory by one point in the Army major unit's Rugby final, 7th Regiment Royal Horse Artillery from Aldershot have become the first Gunner unit to win the trophy.

7 RHA beat 1st Battalion, The Royal Regiment of Wales, from Lemgo, 7-6 at the Aldershot Military Stadium in a tough, closely contested final which produced some good rugby despite the dank conditions.

1 RRW, who qualified by beating the Welsh Guards 16-10 in the BAOR final, pressed from the kick off. But 7 RHA were the first to score when their full back, Lance Bombardier King kicked a penalty from about 30 yards.

Fifteen minutes later a smart heel by 1 RRW just inside their own half saw the ball travel quickly to Lieutenant Steve Beattie on the left wing who dummied round the

Gunners' full back and scored between the posts. Private Peter James had no trouble with the conversion.

The score remained unchanged, with the Welsh leading 6-3, until the interval. Both sides were trying to move the ball about but the 7 RHA pack was beginning to give the appearance of dominance.

In the second half 1 RRW pressed very hard in the opening minutes but 7 RHA beat them back. Then, after nearly quarter of an hour, the Gunners were awarded a penalty five yards from the Welsh line. Scrum half, Gunner Andy Vickary, scooped up the ball and got it to the 7 RHA captain, Sergeant Martin Lewis, who dived over for a try half way between the posts and the corner.

King missed the conversion and later on two further penalties.



One Welshman who didn't get away. Gunner E. Sharples of 7 RHA brings off a classic tackle on Private '77' Williams of 1 RRW.

## Badminton

Despite high hopes and a men's competition which remained in the balance until the final day, there was no breaking the RAF's hold on inter services badminton when the annual championships were held at RAF Halton.

The Army men went down 5-8 to the host service, but that result was not a completely true indication of the closeness of the competition.

Captain Roger Green, RAMC, once again took the men's singles but the Royal Navy produced, in Sub Lieutenant Dave Berry, a very promising newcomer who came dangerously near to causing an upset.

There was more success for Captain Green in the men's doubles when he and Corporal Chris Fetherston, REME, suc-

## RAF Hold Unbroken

ceeded in winning the men's trophy for the Army.

In the mixed doubles Warrant Officer 1 Mick Feehily, RAMC, had the misfortune to pull a calf muscle which meant that he and his partner, Private Lynn Hebdon, had to retire from the final, leaving the RAF with victory by default.

Private Hebdon and her partner in the women's doubles, Private Karen Dyer, are both relatively recent recruits to the WRAC, and exciting prospects for the future. Although they lost against more experienced players in the inter services championship, they put up a good fight and impressed those who watched them play.

## BUT ARMY XV WAIT

THE ARMY hopes of winning the Inter-Service Rugby Union tournament took a severe knock at Twickenham when they were beaten 15-12 by the Royal Air Force, who began as strong favourites yet clinched victory only in the dying minutes.

This left the disconsolate Army squad crossing fingers before the remaining match in which RAF meet the Royal Navy... and it will require a sterling performance by the Senior Service if they are to win against the odds and leave each side with one victory.

One consolation for the Army

## Motor Cycling

## No Beating Buckley

ONCE AGAIN Corporal Bill Buckley, from 1 Armoured Division Transport Regiment, RCT, proved too good for the rest of the field when the British Army Motor cycle championship for 1985 was held at Bordon.

He dropped only 30 points on the four competition stages which were run over a weekend and involved riding 136 miles through 120 observed sections.

Second to the Army champion came another member of 1 Div Transport Regiment and another well known figure in Army motor cycling, Staff Sergeant Gwyn Barracough, who lost 49 points.

These two, together with the 3rd place winner in the individual event — Lance Corporal Graham Gorse, School of Electrical and Mechanical Engineering, Bordon — formed the British team which beat three riders from the Swedish Army who were over in Bordon for the annual match between the armies.

The custom is always for the visitors to ride machines provided by the host country. So the Swedes had to make do with the British Army's Canam, an unfamiliar and unpopular bike for most of them.

The British win closed the gap to just one match in the balance sheet of results since the fixture was established in the mid 1950s. Sweden has now won 14 matches and Britain 13.

There was a total of 172 entries for the two day event which as Exercise Hardride is recognised as a military training exercise. It was rare, commented Captain Paul Allen, the secretary of the Army Motor Cycling Association, for so

in a not very inspiring match against the RAF was kicking off fly half Steele, who succeeded with four or six penalty kicks at goal to leave himself as scorer of all the Army points.

Unfortunately Steele and his colleagues hardly ever got going behind the pack and good handling moments were hard to recall.

Perhaps the Army were too wary of their rivals potential match-winner, England and Combined Services star winger Underwood — but he, like his Army opposites, was given little chance to run with the ball.

## There's

## Buckley

many troops to give up a weekend voluntarily for military training.

All but a handful of the bikes in the competition were Canams, the Army's standard motor cycle which is soon to be replaced by the new Armstrong.

A great deal of interest at these competitions is always centred on the most spirited performance award — the result of assessment by observers around the course.

This year's winner was Driver White of 27 Regiment, RCT, from South Cerney.

## RESULTS

**Army Champion (Norton Trophy):** 1 Corporal Bill Buckley, 1 Armoured Div Transport Regt down 30 points. 2 S/Sgt Gwyn Barracough, 1 Armoured Div Transport Regts, 49 pts. 3 L/Cpl Graham Gorse, SEME, 53 pts.

**Best Novice:** Dvr Bancroft, 8 Regts, RCT, 138 pts. **Best TA Rider:** S/Sgt Nicholson, 118 Recovery Company, REME (V), Northants, 252 pts. **Best Regular Army Private (SOLDIER Magazine Shield):** Cfn Bull, SEME, 67 pts. **Most Spirited Performance:** Dvr White, 27 Regt, RCT, 460 pts.

**Army Competition Machines:** 1 Spr Glover, 39 Engineer Regt, RE, 15 pts (the best score in the competition).

**Team Event (Gort Trophy):** 1 1 Armoured Div Transport Regt, 132 pts. 2 SEME, Bordon, 189 pts. 3 Royal Marines, Poole, 455 pts.

**Anglo-Swedish Cup:** British Army 194 pts. Swedish Army 263 pts.

**Driver Darren Clover of 1 Armoured Division Transport Regiment, RCT, stationed in Germany, negotiates his Canam round the course at the Army Motor Cycling championship at Bordon. Picture: LES WIGGS**



# SOLDIER

