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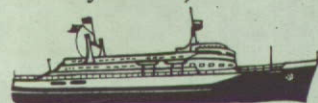


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WAR ARTISTS by LARRY

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See-the-Army DIARY

In this regular feature **SOLDIER** keeps you up-to-date on tattoos, open days, exhibitions, at homes, Army displays and similar occasions on which the public is welcome to see the Army's men and equipment.

Amendments and additions to previous lists are indicated in italics.

OCTOBER

- 6 25th anniversary, Army Benevolent Fund, Gala Night "Horse of the Year" Show, Empire Pool, Wembley.
- 7 British National Day, 2nd Asian International Trade Fair, Teheran.
- 10 British Week, Vienna (10-18 October).
- 11 Laying-up of old Colours and dedication of Middlesex Regimental Memorial, St Paul's Cathedral, London.
- 24 Alamein Reunion, London.
- 25 Formation of The Royal Hussars from 10th and 11th Hussars.
- 31 Liberation of Walcheren Island, Holland (31 October-2 November).

NOVEMBER

- 8 Lord Mayor's Show, London.
- 8 Festival of Remembrance, Albert Hall, London.
- 9 Remembrance Sunday.
- 20 Disbandment parade, 5th Royal Tank Regiment, Wolfenbuttel, Germany.

FEBRUARY 1970

- 18 Festival of Military Music, Antwerp.

MARCH 1970

- 23 25th anniversary of Rhine Crossing—1st Airborne Division pilgrimage.

APRIL 1970

- 21 British National Day, Osaka World Expo (or 23 April).

MAY 1970

- 8 25th anniversary VE Day.

JUNE 1970

- 5 Royal Artillery At Home, Woolwich (5-6 June).
- 19 Bexley Tattoo (19-21 June).
- 20 Aldershot Army Display (20-21 June).

JULY 1970

- 4 School of Artillery Open Day, Manorbier.
- 11 Army Display, Nottingham (11-13 July).
- 15 Royal Tournament, Earl's Court (15 July-1 August).
- 18 Royal Artillery Larkhill Day.

AUGUST 1970

- 5 Colchester Tattoo (5-8 August).
- 24 Command exhibition, Birmingham (24-29 August).

SEPTEMBER 1970

- 26 British Week, Hamm (26 September-4 October).
- Mid-September to Mid-December—North American band tour (Band and Corps of Drums, Coldstream Guards; Pipes and Drums, The Black Watch).

NOVEMBER 1970

- 8 Royal Artillery Ceremony of Remembrance, Hyde Park, London.

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SOLDIER to Soldier

Last month's **SOLDIER** broke two records. It was the first in the magazine's history—**SOLDIER** will be 25 years old next March—to contain 56 pages and it carried an unprecedented number of advertising pages.

It has always been **SOLDIER**'s policy to limit advertising and whenever the limit has been reached the magazine has accordingly been increased in size.

When the price was last increased, in April 1966 from 1s to 1s 6d, 48 pages were added as an offset to this rise and for some time there were six 40-page and six 48-page issues in a 12-month period. The proportion of 48-page issues has now increased and there have in fact been only two 40-page numbers since May 1968. The current pattern is 48-pages and occasionally 56-pages.

All this means that even though the advertising has increased, the reader has regularly been getting more for his money. But the writing is on the wall. The increased revenue from advertising does not keep pace with overheads—printing costs have steadily risen and of course are more for the larger issues—and **SOLDIER** still incurs a deficit.

There is an inescapable point in the future when the price may have to rise again.

★

In conjunction with the publishers, Leo Cooper Ltd, **SOLDIER** is now offering a direct postal service of books in the Famous Regiments series. Each of these well-illustrated regimental histories is introduced by Lieutenant-General Sir Brian Horrocks, who edits the series, and they have been regularly reviewed in **SOLDIER**.

Currently there are 18 titles available and another 18 are in preparation. These histories are available from **SOLDIER** at the published price but including postage to any part of the world. Details and an order form are on page 36 of this issue.

★

The tabletop pastime of wargaming continues to attract more and more enthusiasts to the many clubs which have sprung up both in the United Kingdom and abroad. Its critics may pooh-pooh this hobby but the wargamers themselves take it all very, very seriously.

In the editorial of his September Wargamer's Newsletter—the 90th issue—Don Featherstone, who has written several books on aspects of wargaming, takes to task a section of the movement which he considers to be way out of step.

"All the acrimony and internecine feuding that riddles our hobby," he writes, "stems directly from the formation of the . . . who have consistently attempted to control the hobby by forcing their own rules as standard sets for all concerned."

It really does sound very warlike, but of course rules of play, which govern every movement on the board, are of paramount importance. Wargamers have already shown that Harold should have won the battle of Hastings. If everyone makes up his own rules, history is going to be topsy-turvy!

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Vietnam VC - Australia's Third

THE award of the Victoria Cross to Warrant Officer Rayene Stewart Simpson makes him the third Australian to win, in Vietnam, Britain's highest decoration for bravery.

Previous awards, both posthumous, were to Warrant Officer K A Wheatley and Major P Badcoe. All three were serving in the Australian Army Training Team in Vietnam. Its members act as advisers on training and operations to the Vietnamese Army and are frequently in forward areas. Warrant Officer Simpson, who also holds the Distinguished Conduct Medal, has seen active service in the Pacific, Korea, Malaysia and in Vietnam, where he is now on his third tour.

Twice in five days he defied death to rescue wounded comrades in Vietnam. The first time was on 6 May 1969 when he was commanding a Special Forces mobile strike force company on a search-and-clear operation near the Laotian border. When one of his platoons became heavily engaged with the enemy he led the remainder of his company to its assistance. "Disregarding the dangers involved," says the citation, "he placed himself at the front of his troops, thus becoming a focal point of enemy fire."

As the company moved forward, a fellow warrant officer was seriously wounded and the assault began to falter. Simpson, at great personal risk and under heavy enemy fire, moved across open ground, reached the wounded man and carried him to safety. He then returned to his company

where, with "complete disregard for his safety," he crawled forward to within ten yards of the enemy and hurled grenades into their positions. As darkness fell, and being unable to break into the enemy position, Simpson ordered his company to withdraw. He then threw smoke grenades and, carrying a wounded platoon leader, covered the withdrawal with five native soldiers. "His leadership and personal bravery in this action were outstanding," says the citation.

Five days later WO Simpson's battalion commander was killed and a warrant officer and several Vietnamese soldiers wounded. "At the risk of almost certain death he made several attempts to move further forward towards the battalion commander's body but on each occasion was stopped by heavy fire. Realising the position was becoming untenable and that priority should be given to extricating other casualties as quickly as possible, Warrant Officer Simpson alone and still under enemy fire covered the withdrawal of the wounded by personally placing himself between the wounded and the enemy. From this position he fought on and by outstanding courage and valour was able to prevent the enemy advance until the wounded were removed from the immediate vicinity."

The citation concludes: "Warrant Officer Simpson's repeated acts of personal bravery . . . were an inspiration to all Vietnamese, United States and Australian soldiers who served with him. His conspicuous gallantry was in the highest tradition of the Australian Army."



Left: Open day 1969 at the Army Aviation Centre, Middle Wallop, with 75 Army aircraft flying past. Only about half the helicopters are in the picture. The aircraft include Chipmunks, Beavers, Scouts and Sioux, the extremely safe and manoeuvrable Chipmunks being used to train new pilots.



The new Anglo-French Gazelle, in service in 1972, has excellent visibility and can be fitted with anti-tank guided missiles like the SS 11 shown (below) being fired from an Army Scout. The stabilised sight will enable the gunner to hold the target even when the helicopter is moving.



UPWARD AND ONWARD

Story by George Hogan

ARMED aviation, which has been energetically developing while performing an increasingly important role since the Army Air Corps was formed in 1957, is now undergoing a process of reorganisation that establishes it firmly as a major arm of the Service.

The changes, to be effective generally by the end of next March, include the creation of a Directorate of Army Aviation with Major-General "Dare" Wilson as the first director, in place of the present awkward-sounding and somewhat misleadingly named Land/Air Warfare directorate.

This reorganised directorate is being housed at Middle Wallop, Hampshire, where the headquarters of the Army Air Corps has been based with the School of Army Aviation since 1957 and where before that Army pilots had long been trained at the Light Aircraft School.

The unit of Army aviation is to be the squadron, based on the infantry and armoured brigade, except that Royal Armoured Corps armoured car and reconnaissance regiments are to retain their own integrated air squadrons.

Centralisation at brigade level discontinues the air platoons and air troops that

had become part of infantry, engineer, gunner and signal units of battalion strength. It ensures better control and flexibility, especially in maintenance and availability. It also means better cost effectiveness through the more economical use of supporting Royal Electrical and Mechanical Engineers staff and repairs machinery and the need to provide fewer stocks of spare parts.

The new order of battle provides a squadron for each theatre headquarters and for each corps. Divisions are each allocated an aviation regiment which includes a squadron at divisional headquarters and

with each brigade. Each is fully supported by a REME light aid detachment.

The reorganisation takes into permanent use some famous Royal Air Force squadron numbers that have long been intimately associated with Army flying. An example is 656 Air OP Squadron. RAF, formed in 1942 for air observation post duties with Army gunner officers as pilots of Auster aircraft, gunners as drivers and signallers, and RAF personnel as adjutant, equipment officer and servicing crew.

This was the pattern for 12 squadrons formed during World War Two. No 656 spotted for the gunners in Burma, took

part in the reoccupation of Malaya and later played an important role in the campaign against the Communist terrorists, dropping supplies, scattering leaflets and locating jungle patrols, in addition to the original tasks of reconnaissance and liaison.

It went on to play a meritorious part in the Borneo operations and its well-known number, with nostalgic memories both for past members and the fighting troops on the ground, is now to be preserved in the Far East as 656 Aviation Squadron, Hong Kong. It absorbs 20 Flight, Army Air Corps, the air OP troop of 25 Light Regiment, Royal Artillery, and the air platoons of 6th Queen Elizabeth's Own Gurkha Rifles and 7th Duke of Edinburgh's Own Gurkha Rifles. The squadron is being manned on the non-technical side by the Royal Artillery.

The reorganisation of Army aviation has been planned with forward vision. It looks to the mid-70s and beyond when greatly improved aircraft and equipment are scheduled to replace the fleet that has given such good service over the past 12 years.

New machines will include the SA 341, now named the Gazelle and expected in 1972, and the WG 13 (due 1974), both Anglo-French aircraft to be built in Britain by Westland Aircraft Limited. The Gazelle is a light machine and the WG 13 a utility type which will transport eight to ten passengers. Both will be capable of being armed with guided missiles.

Army helicopters used machine-guns in the Radfan when escorting Royal Marine commandos in naval Wessex helicopters and it will be possible to "button on" armament to the new craft. However there is no intention at present to arm them with other than the anti-tank missile although it might be found necessary to do so at some future date, if only for their own protection. Except for this commitment there seems to be no plan yet to create a "cavalry of the skies" within Army aviation.

A new trade of air gunner is being introduced and volunteers are being sought from corporals and above. The primary task is to fire the guided missile but the gunner will also need to be proficient in using radio, will be trained as an air observer and to assist the pilot generally.

The present air observer is being retitled with the air gunner as non-pilot aircrew, a new designation, and special badges of skill have been designed for them. The aircraft handler is to be upgraded to ground crew.

When missiles come into service the gunner will have a stabilised sight which has been developed to hold the target even when the helicopter is manoeuvring.

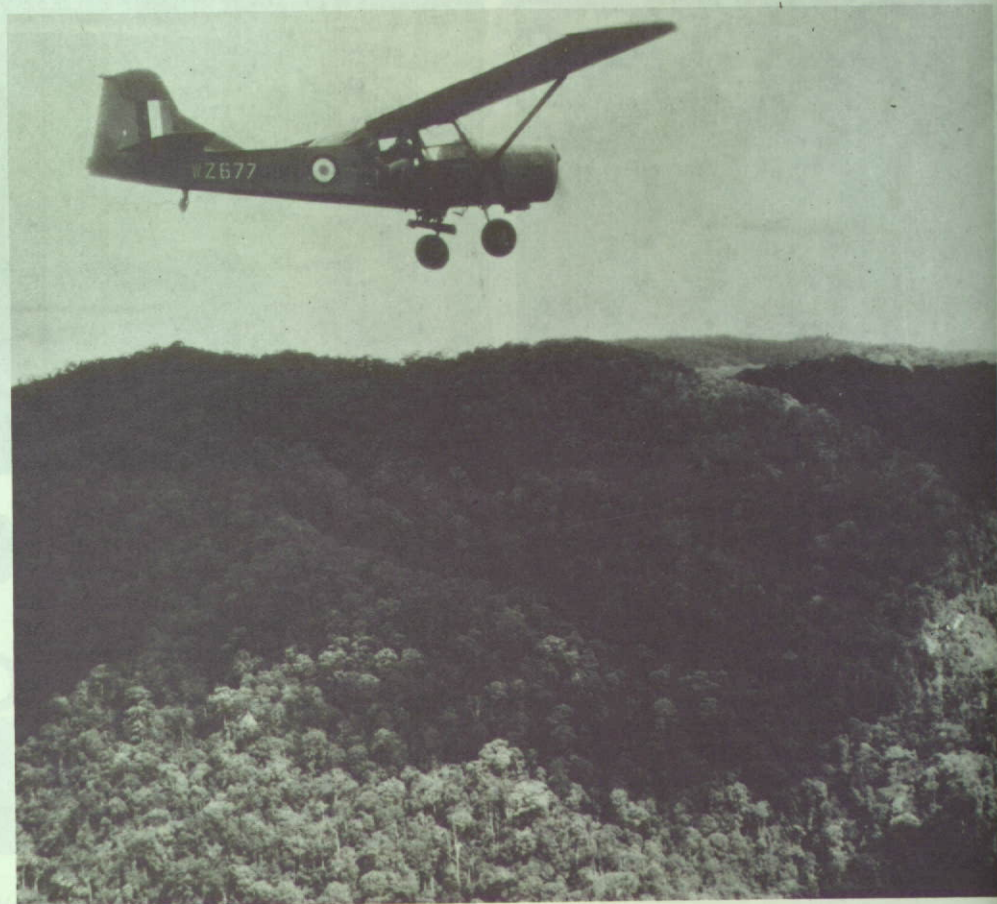
Army aircraft are not yet used for the tactical movement of fighting troops. The Royal Air Force and the Royal Navy provide larger helicopters for this purpose when necessary. The Sioux and Scout of the Army Air Corps carry small parties to vantage points for observation, briefing and survey, in addition to the primary tasks of liaison, visual and photographic reconnaissance from the air, casualty collection, command observation and some supply delivery.

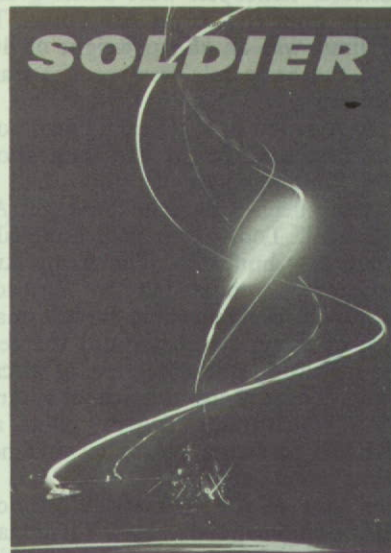
It is conceivable that a flight of WG 13s could speedily lift a platoon over otherwise impassable terrain, such as a swiftly flowing



Under difficult icing conditions Army aircraft brought relief in snowed-up England in 1963. Right: A Scout drops in at Catterick to pick up an anti-tank gun and crew during an exercise.

Below: An Auster of 656 Squadron carrying a marker bomb over Malaya's jungle covered mountains.





FRONT COVER

Unusual picture taken by SOLDIER photographer Trevor Jones shows the impossible—an Army Sioux helicopter still hovering just above ground level although its night lights prove that it has flown away. The spirals of light were made during night flying training at the School of Army Aviation, Middle Wallop, Hampshire, as the Sioux ascended.

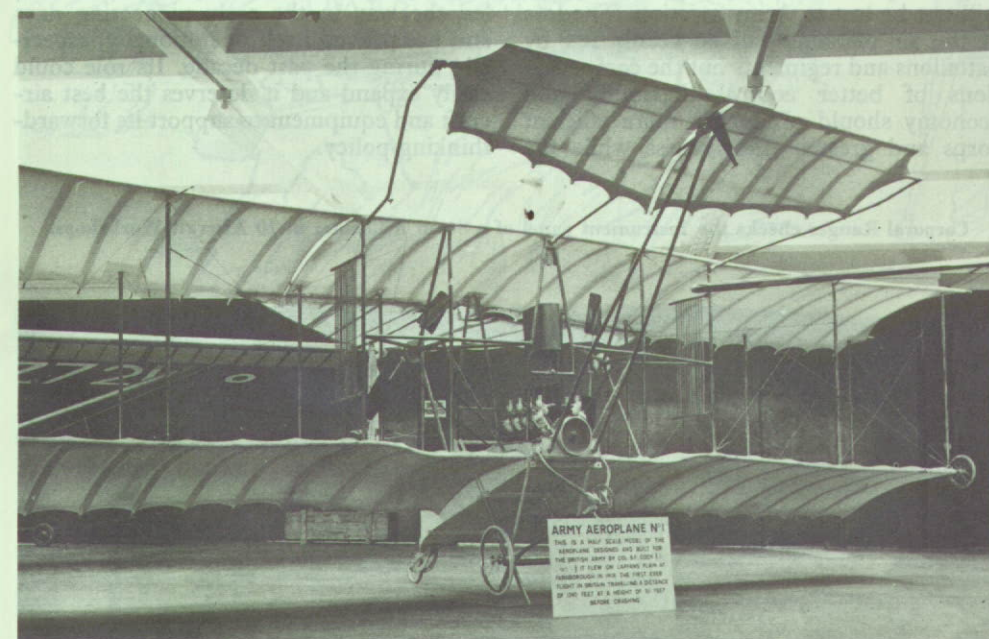
river or a sheer cliff, to effect tactical surprise—and without calling upon the RAF for support, although there is no suggestion that the Army is considering this.

Aviation has interested soldiers since the Royal Engineers experimented with balloons and man-lifting kites early this century. The first aeroplane flight in Britain was made in 1908 by a machine built specially for the British Army by Colonel S F Cody. The Royal Flying Corps was a natural development of the Army's interest in flying and its expansion in World War One led to the formation of the Royal Air Force as a separate Service.

But the Army never relinquished its keen interest in light aircraft and the 12 air OP squadrons of the Royal Air Force which saw action in World War Two were piloted by gunners. The first of these was 651 Air OP Squadron, formed as D Flight in 1940, which now gives its number to a squadron in 1st Division Aviation Regiment, Rhine Army.

The Glider Pilot Regiment, formed in 1941 to convey airborne regiments into battle, took part in many famous operations including Sicily, Normandy, Arnhem and the Rhine crossing. When the Army pilots had landed their cargoes of men and machines they fought alongside their airborne charges as ground troops.

Many of the air OP squadrons disbanded after the war but in the early 1950s Army flying was opened up again to all arms by the formation of liaison flights. The Glider Pilot Regiment staffed them with wartime pilots who came back to help and with volunteers from all arms. The regiment was disbanded in 1957 on the formation of the Army Air Corps into which the pilots were integrated.



A half-scale model of the first aeroplane to fly in Britain. The original, designed and built for the British Army, flew 1390 feet at a height of 30 feet over Laffan's Plain, Aldershot, in 1908, before crashing. The model is in the Army Aviation Centre museum.

Aircraft like the Auster fixed wing and the Skeeter helicopter were taken over at this time from the Royal Air Force. The upper limit was an all-up weight of 4000 lbs and the basic role was reconnaissance and liaison.

Army Aviation now set up its own home for the first time but it had long known Middle Wallop where its pilots had for many years been trained at the Light Aircraft School. Today it is well established with fine new buildings. The Army Aviation Centre, commanded by Brigadier Denis Coyle, is responsible for the maintenance of flying standards and the technical supervision and direction of aircraft servicing. There is also the School of Army Aviation, which trains all Army pilots, and also REME servicing personnel and non-technical ground staff.

Here also is 70 Aircraft Workshops, REME, commanded by Lieutenant-Colonel John Rogerson, which provides first and second line servicing facilities for the centre and for all operational Army aircraft in Britain—a total of about 160 Scout and Sioux helicopters and Beaver and Chipmunk fixed wing aircraft.

A helicopter costs as much as a Chieftain

tank and is very complex. For this and for safety reasons it must adhere to a rigid system of maintenance procedures. The 350 craftsmen in 70 Aircraft Workshops are highly skilled men—more are needed. The task has increased as Army Aviation built up over the past decade and is likely to become bigger still when the new aircraft come into service and the missile and stabilised sight are incorporated.

The workshops also maintain and repair associated equipments such as radios, electrics and the complicated flying instruments.

A strict record is kept of each aircraft from the time of its acceptance check. It is flight serviced daily before and after use. The engine is changed after about 500 flying hours and there is a major overhaul, with all main parts stripped, after 1200 flying hours.

Flights are recorded daily and REME warns units when each service is due. Spares are assembled and a crew is ready to carry out the myriad tasks necessary on each machine. The workshops at Middle Wallop are organised like a slick, efficient factory with every man an expert able to deal methodically with each part and each problem.

In addition, two mobile servicing repair detachments are available to operate wherever necessary; 701 MSRD for heavy recovery and repairs and 702 MSRD for lighter tasks.

The versatility of helicopters was appreciated early by Army aviation and their tactical possibilities increased their usefulness over the light fixed wing planes. In 1964 air platoons and troops of three to six helicopters were formed in infantry, artillery and armoured units. They were as much a part of their parent unit as its signal sections and rifle platoons.

Now they are to be superseded by the brigade squadrons but the regimental pilots will not be lost to Army aviation. The loss of the air platoons will be keenly felt by battalions and regiments but the compensations of better control, flexibility and economy should produce a more efficient corps and greater effectiveness while the

brigade squadrons should be readily available for unit use.

Close connections with the various arms will still be maintained through the supply of non-technical manpower. For example, the infantry will man 664 Aviation Squadron at Farnborough and 665 at Colchester, the Royal Armoured Corps 651, 657 and 661 in the British Army of the Rhine and the Royal Artillery 658 and 662 among others. The Royal Engineers are to be responsible for the manning of 653 at Netheravon.

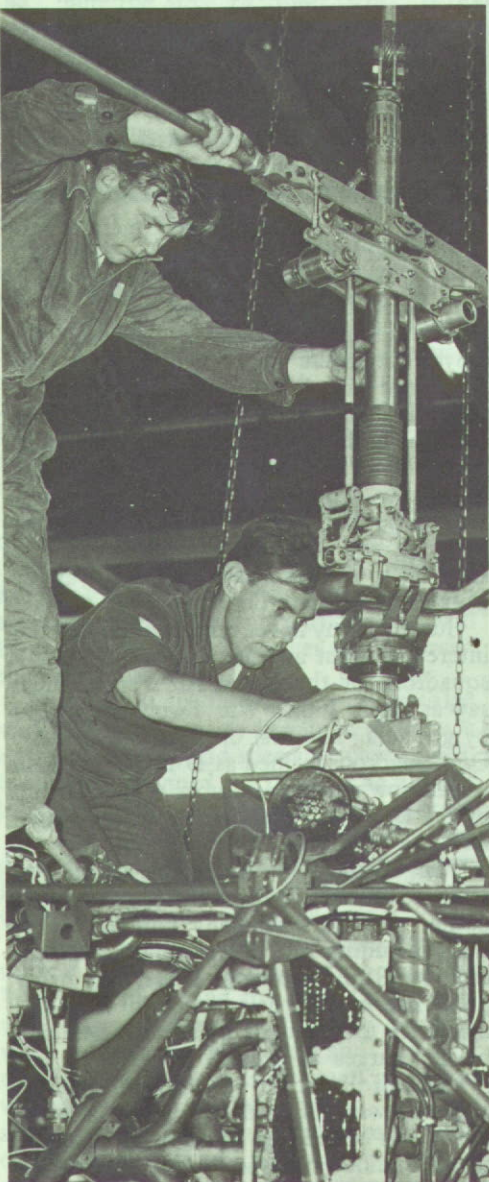
Operational Army aircraft in Britain are now controlled by Headquarters Army Aviation Strategic Command (which was 2 Wing Army Air Corps) at Netheravon. Nearby at Upavon the Royal Flying Corps was born and this latest reorganisation brings the area back to full-time Army flying. When The Royal Hampshire Regiment moves out of the lower airfield barracks next year the Army Air Corps will reoccupy them.

The 100 aircraft under command of Colonel W McNinch include the five squadrons of 3 Division Aviation Regiment, the Beaver flights of Southern and Northern Commands, the Sioux flight which serves the School of Infantry and School of Artillery, the air platoon of the Allied Mobile Force (Land) and aircraft in Northern Ireland, Cyprus and El Adem. The air troops of 41 and 45 Royal Marine Commandos and 59 Commando, Royal Artillery, all based at Plymouth, are also within Army Aviation Stratco for advisory purposes and REME servicing and the Army trains the Royal Marine pilots.

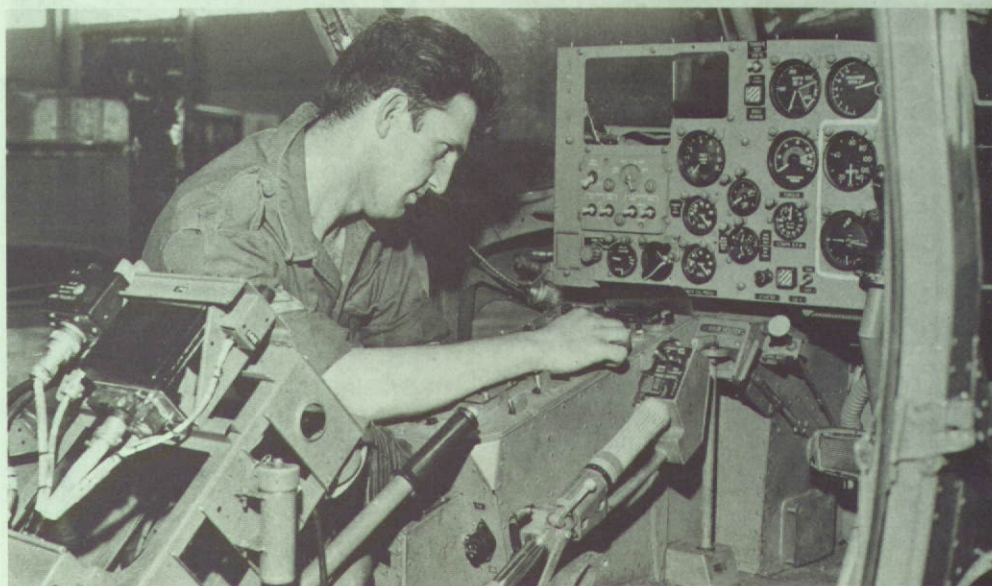
Strategic Command is a much travelled formation and its units, supported by Army aircraft, have this year operated in Norway, Denmark, Iceland, Germany, North Africa, Cyprus, Northern Ireland, Greece and France.

Army aviation is firmly established. It led the way in the early pioneering days and has proved itself operationally, especially during the past decade. Its role could easily expand and it deserves the best aircraft and equipment to support its forward-thinking policy.

Corporal Ranger checks the instrument panel of a Scout helicopter in 70 Aircraft Workshops.



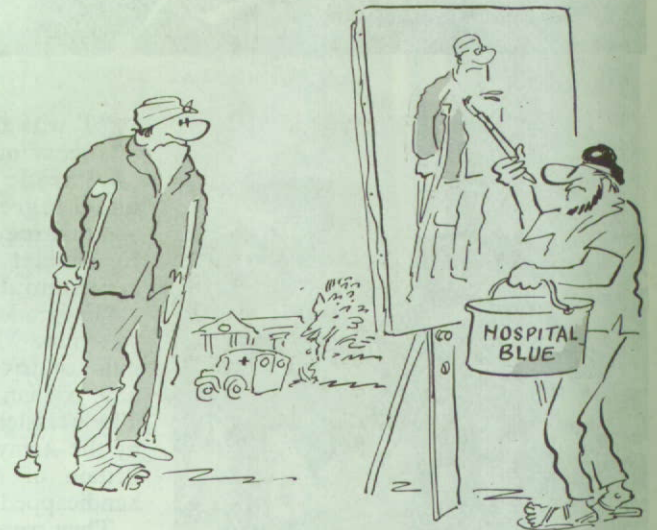
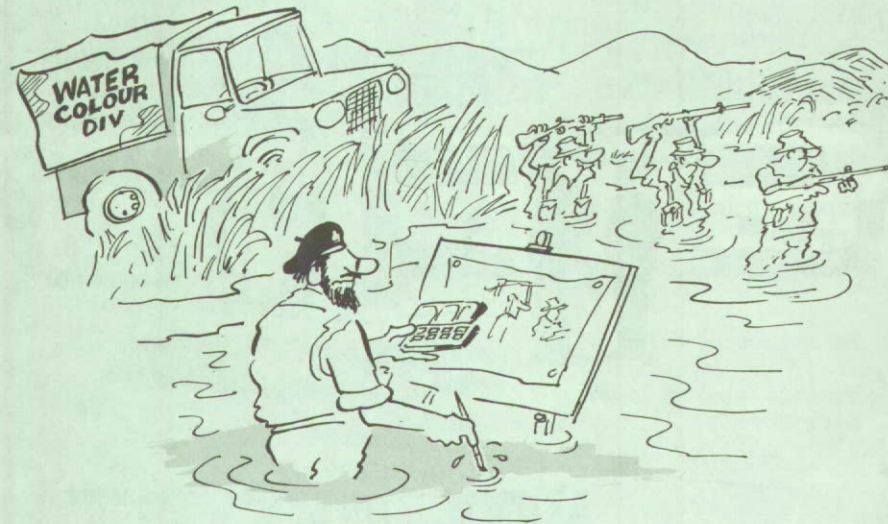
Craftsmen refitting the rotor mast of a Sioux after a major overhaul at 70 Aircraft Workshop, Royal Electrical and Mechanical Engineers, at the Army Aviation Centre, Middle Wallop. They are responsible for all aircraft and equipment.



WAR ARTISTS



by LAH3





NOT ONE BUT NINE

IT was far from the usual military occasion on London's Horse Guards Parade although there were all the usual ingredients to delight the crowd—sunshine, military band, guardsmen in scarlet tunics and a general in ceremonial dress.

On parade, marshalled in a neat crescent, were nine white minibuses flanked by nine military drivers and, standing beside them, nine civilian girl drivers in neat uniforms. The occasion was the formal presentation by the Army to the Variety Club of Great Britain of nine "sunshine coaches" for handicapped children.

They were handed over to Mr Bernard Delfont, the Variety Club's Chief Barker, by General Sir Geoffrey Musson, the Adjutant-General.

Earlier this year General Musson asked the Army for £830 to buy one sunshine coach as a token of thanks for the Variety Club's work for the Army Benevolent Fund—stimulated by ex-Bombardier Harry Secombe, the Club has raised £27,000 for the ABF in four years. The Army

responded with more than £7000, enough to buy not one but nine coaches.

These were driven to Horse Guards Parade by eight men of 12 Training Regiment, Royal Corps of Transport, and Corporal Barbara Allen, Women's Royal Army Corps, winner of the 1968 Forces song-writing contest. As another appropriate guesture to the Variety Club the Royal Artillery Band, Woolwich, included in its music "There's No Business Like Show Business."

Members of the Club, including Sir Billy Butlin, Sir Tom O'Brien, Mr Monty M Berman, Mr Nat Cohen and Mr Fred Pontin, and children from the Great Ormond Street Hospital, were guests at the ceremony.

This was the largest presentation since the sunshine coaches scheme was launched in 1962 to present vehicles to hospital groups and other organisations caring for handicapped children. The coaches are specially fitted to carry mentally and physically handicapped youngsters to remedial centres and on holidays.

THANKS FROM THE ADJUTANT-GENERAL

Early this year I appealed to the Army to subscribe towards the Sunshine Coach Appeal Fund. I hoped that we might raise enough money to present one or two sunshine coaches to the Variety Club of Great Britain, who do so much for the care of our handicapped children.

As you probably know, enough money was raised to buy nine coaches, which I presented to the Variety Club on Horse Guards Parade. I would like to take this opportunity of passing on the very sincere thanks of the Variety Club, as well as my own, to all those who so generously responded to my appeal.

General Sir Geoffrey Musson

More than 250 British coaches are in service, vehicles have been given to children's centres in South Africa, Bahamas, Australia, Mauritius, South Vietnam, Korea, Hong Kong and Malta, and variety clubs in America, Canada, Mexico, Ireland, Israel and the Channel Islands operate their own sunshine coaches schemes.

The Army's coaches have been allotted to five children's homes in the United Kingdom, two in Western Germany, one in Singapore and one in Kuala Lumpur.

Handing over the coaches, General Musson said that during the past four years a very close association had grown up between the Variety Club of Great Britain and the Army Benevolent Fund.

"I thought it would be nice for the Army to show the Variety Club how much we appreciate what they are doing," added General Musson. "The response was quite remarkable but I am not really surprised because this is the sort of thing which touches the hearts of British soldiers whose natural affection for children of all races is known to us all."

One contribution to General Musson's appeal came from the Army's Bourne School in Singapore. The children made cakes and candies and ran a weight-judging competition and raffles; the 70 Gurkhas children raised £28 and a beauty contest brought in another £21. In two weeks the school made £299. Now the children plan to continue their fund-raising and provide their own sunshine coach for the Variety Club.

BOLIVIA REMEMBERS

JUST like Scotland, said musicians of 1st Battalion, The Black Watch, as they were soaked by torrential rain in a valley 9000 feet above sea level in the South American Andes range.

With 30 officer cadets—ten each from the Royal Naval College, Dartmouth, the Royal Military Academy, Sandhurst, and the Royal Air Force College, Cranwell—the bandsmen and pipers were taking part in a commemoration of the 150th anniversary of Colombia's independence.

The ceremony was at Puente Boyaca where Simon Bolivar's army decisively defeated the Spaniards, ending Spanish rule in Nueva Granada. At this remote spot 70 miles from Bogota, the Colombian capital, was unveiled a plaque recalling the achievements of British volunteers who served under Bolivar. Cadets of several other South American countries were also there.

The British delegation was led by Air Vice-Marshal M H Le Bas, Director-General of Personal Services of the Royal Air Force. It included, to the Colombians' delight, two descendants of Colonel James

Rooke, commander of the British legion which served under Bolivar. They were Lieutenant-Colonel John Rooke Hopkinson, military assistant to the Commander-in-Chief, Rhine Army, and Midshipman John Rooke, son of Brigadier P K Rooke, Deputy Director, Royal Artillery, and a descendant, too, of the admiral who captured Gibraltar.

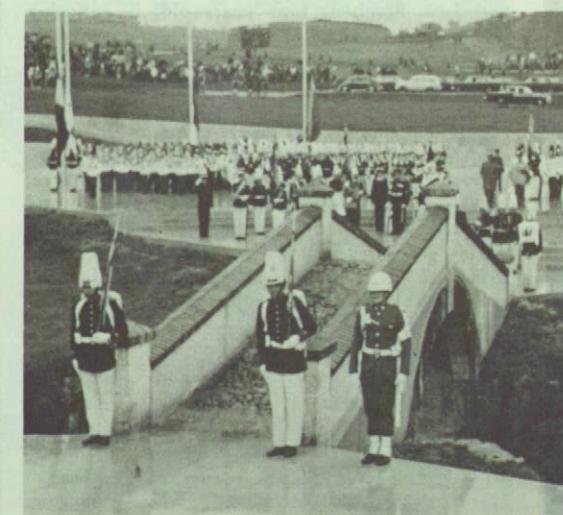
Colombia still recalls gratefully the British contribution to its freedom. Knowing that Britain wished to break Spanish domination in South America, Simon Bolivar sought money, diplomatic recognition and troops seasoned in the Napoleonic wars who could train his guerillas.

After initial setbacks from ignorance, disease and lack of discipline, the British volunteers fought well. Their contribution to victory was recognised when, after the battle of Puente Boyaca, Bolivar marched into Bogota with two companies of the British legion leading his troops.

The legion's commander, Colonel James Rooke, died of wounds in 1819. A battalion of today's Colombian Army is named after him.



Above: The military band of 1st Battalion, The Black Watch, playing in heavy rain during the 150th anniversary ceremony.



Left: Puente Boyaca, the bridge over the Boyaca—the scene of Bolivar's decisive victory exactly 150 years ago in 1819.

Above: Young patients from the Hospital for Sick Children, Great Ormond Street, were special guests and were specially greeted by General Musson.

Top: Trooping the coaches. There were nine sunshine coaches, their drivers, men of 2nd Battalion, Grenadier Guards and the RA band on parade.

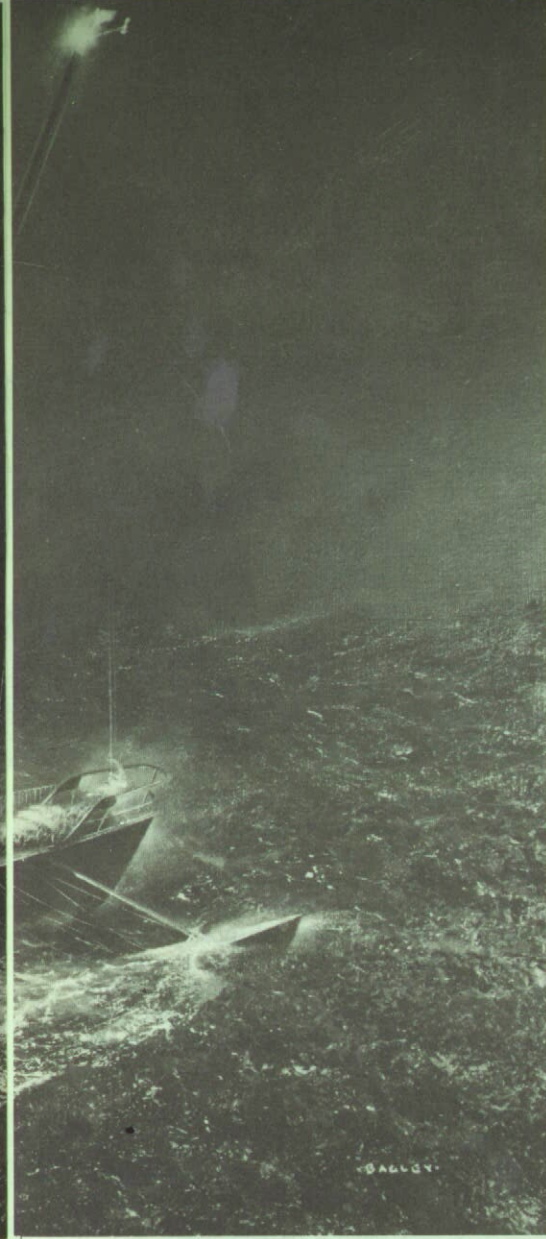
LEFT, RIGHT AND CENTRE

Bailing out at night in a mid-Atlantic gale—this dramatic picture (right) by marine artist Laurence Bagley, commissioned by The Royal Welch Fusiliers, has been hung in Caernarvon Castle Museum. It depicts an incident in the Observer single-handed transatlantic yacht race last summer. Captain Martin Minter-Kemp, an officer of the regiment, discovered that his trimaran's starboard float was rapidly filling with water after a hatch cover had been ripped off. Lashed by spray, he crawled out on to the float and bailed out the trimaran with a bucket.

This live Bengal tiger (below) is inspecting an eight-inch howitzer during a visit to 34 (Seringapatam) Heavy Battery of 24 Missile Regiment, Royal Artillery, at Paderborn, West Germany. On the howitzer's barrel is the running tiger emblem of the battery which traces its history back to the 3rd Company Bengal Foot Artillery in India in 1763. The Bengal tiger was borrowed from a local circus for celebrations marking the 230th anniversary of the siege of Seringapatam.



Commanding an armoured car and firing a machine-gun sound like a schoolboy's dream. It came true for two boys who became soldiers for a day. Stephen Tampin, pictured right in a Ferret scout car crewed by Trooper Melvin Swan, 2nd Royal Tank Regiment, fought a mock battle with another armoured car on a sports ground near his home at Bishops Stortford, Hertfordshire. His parents, Mr Jim Tampin, a former Army public relations photographer, and Mrs Stella Tampin, a former officer in Queen Alexandra's Royal Army Nursing Corps, had asked the Army if Stephen could watch some tank exercises. Stephen, four years old, is suffering from leukaemia. Thirteen-year-old Martin Barrett combined business with pleasure on his visit to the Royal Army Ordnance Corps training centre at Deepcut, Camberley. He was undertaking a school project on the Army. Martin was shown how to fire a Sterling sub-machine-gun (below, right), had lunch with the junior soldiers, rode in the hovercraft which they had made and watched a company exercise. Brigadier Philip Besley presented him with a small brass cannon to add to his collection of army badges, buttons and flashes. Martin's project won first place.



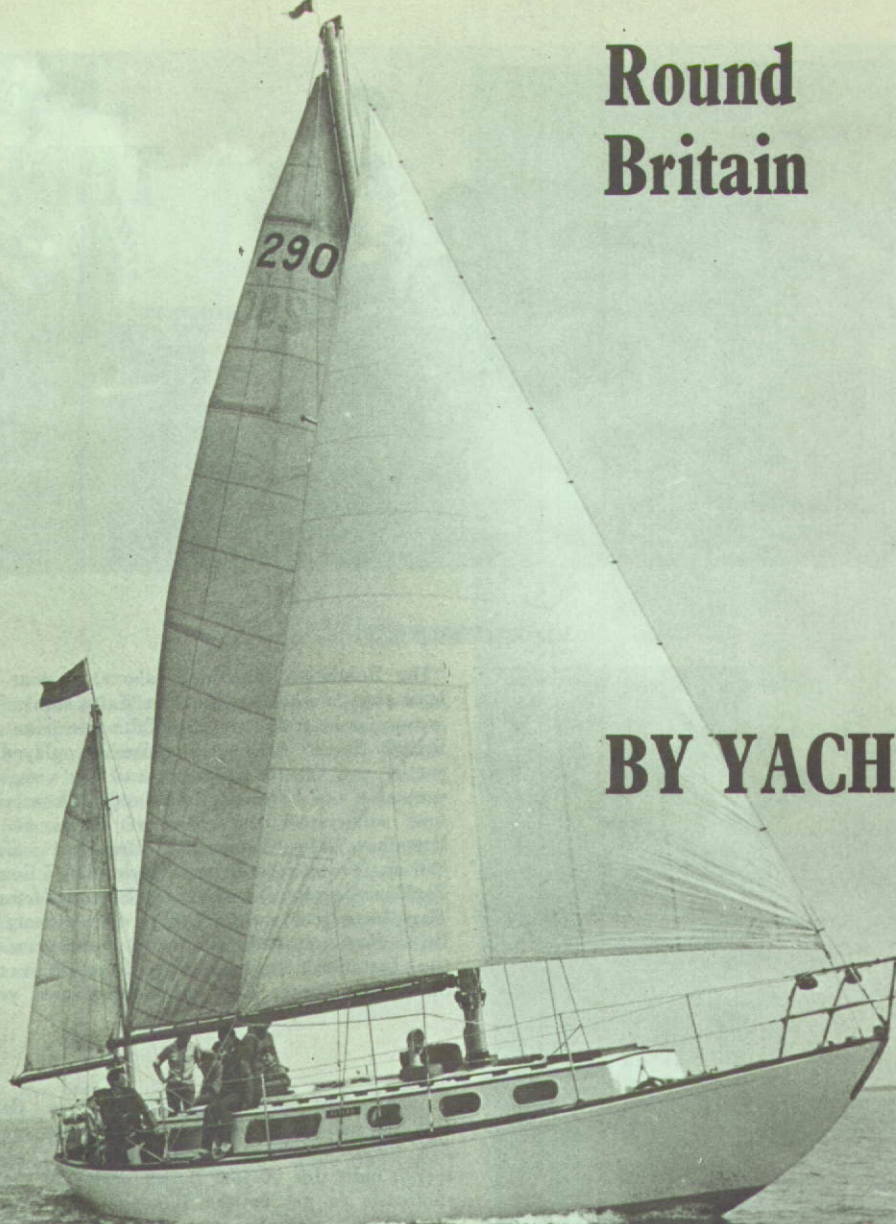
"The Bohemian Machine" (above) is gear. At least that is what pop fans in Malta think. The group has been featured by Malta television and British Forces Broadcasting Service, played at parties and Service functions and has a regular spot at a top hotel on the island. It comprises four soldiers of the corps of drums of 1st Battalion, The Lancashire Regiment: Geoff Wilson (vocalist), Brian Hoyle and George Parkinson (guitars) and Jeffrey Bagnall (drums). They have just cut their first disc, a song by Brian Hoyle entitled "Home." It commemorates the battalion's homecoming from Malta to Shorncliffe Camp, Kent in January next year.

It may not be the most glamorous setting (left). But one good turn deserves another. Sappers of 575 Field Squadron, Royal Engineers (Volunteers), built this 90-foot Bailey bridge to enable motorists to get to the Bakewell Show. And Miss World, star attraction at the show, agreed to pose for a photograph on the sappers' bridge.



The 5th Royal Tank Regiment at Wolfenbittel is just ten miles from the East German border and the most forward regiment of the British Army of the Rhine. It has established a very close link with the local community and was invited to take part with 22 Panzergrenadierbataillon in a 1000-strong parade to celebrate the 20th anniversary of NATO. Panzer commander Oberstleutnant Munz told the troops: "We thank you for standing with us on the boundary between east and west. You may enquire whether there is any reason nowadays to remember NATO. President Nixon gave the answer when he said that the effects of the alliance were demonstrated by the fact that in this part of the world we have had peace for the past 20 years. This is also true of the city of Berlin." The 5th Royal Tank Regiment, now equipped with Saladins, Ferrets, Stalwarts and Sioux, is to disband on 7 December this year.

Round Britain



WHEN the sappers sailed round Britain in their 15-ton yawl Petard they gave opportunities for deep water sailing to 75 officers and men including 48 young soldiers from the Junior Leaders Regiment, Royal Engineers, Dover, and the Army Apprentices College, Chepstow.

Petard is made of fibreglass, has nine berths and is 38 feet 6 inches overall. The circumnavigation was in stages with nine changes of crew to give experience to as many members of the Royal Engineers Sailing Association as possible. All kinds of weather were logged during the 57 days in which 2350 nautical miles were covered.

Behind the venture was Colonel L G S Thomas, commandant of the Army Apprentices College, Chepstow, and secretary of the Royal Engineers Sailing Association. The idea was a voyage of friendship.

Petard, launched in 1966, has had three most successful seasons training all ranks of the corps in seamanship. Probably no

BY YACHT IN 57 DAYS...

other Service yacht spends more time at sea. From March to October Petard returns to Dover, her home port, to change crews and effect minor repairs.

This summer Petard went west and north through sunshine and fog to Welsh, English, Irish and Scottish ports, touching in at Boulogne and Cherbourg, the Scillies and the Isle of Man. The route from Dover was to Southampton, Cardiff, then north to Tranmere, Rhu, Buckie, Skye, round the north of Scotland and south to Dundee, Blythe and Dover.

When the first crew took her from Dover on 2 June it was good weather to Cardiff.

The apprentices from Chepstow experienced all kinds of conditions on their trip round Wales, including a soft grounding.

They left before the investiture of the Prince of Wales but the crew that took Petard on to the Isle of Man and Northern Ireland "experienced much entertaining," according to the log.

The best fishing was found off Kyleakin, Isle of Skye. Going "round the top" of Scotland with Brigadier M E Ticknell as skipper and the crew made up of members of Headquarters, 12 Engineer Brigade, and 36 Engineer Regiment, some guesses were made about the difficulties likely to be met in the traditionally stormy Pentland Firth. But with the weather "reasonable" and the tides favourable the crew made light work of the passage.

So to the east coast of Scotland and England and fog in the south just when the powerboat race (see opposite page) was in progress. Competitors passed close on either side but Petard survived.

Lance-corporal Brian Voller of the Junior Leaders Regiment, Royal Engineers, Dover, was bosun for the whole trip. Petard behaved magnificently, few repairs were necessary and the average speed for the whole journey was four knots.

Many sapper Territorial & Army Volunteer Reserve units were contacted and local yacht clubs and Royal Engineer Association branches offered friendship and help wherever Petard moored.



Petard crew from the Army Apprentices College, Chepstow, had the dirtiest leg to sail with 8-knot tides in the Bristol Channel and a soft grounding in Caernarvon harbour. Among the apprentices are (left to right, back row) Major Collins, bosun Voller, Colonel Thomas and (right) Staff Frazer.

Top of page: Petard sets out under full sail from Dover on a 57-day 2350-mile voyage of friendship.



AND BY POWERBOAT IN 59 HOURS

A TRIM, power-packed craft named Foxie, crewed by men of 22nd Special Air Service Regiment, carried off three prizes in the first Round Britain Powerboat Race sponsored by the Daily Telegraph and BP.

"Bull" laid on by willing hands won for Foxie's owner the Concours d'Elégance and with it £150 and a solid silver replica of a plate found in a ship of the Spanish

Armada. A combination of skill, verve and teamwork earned for him the £200 prize for the best all-rounder and another £250 for index of performance.

The immaculate maroon and white six-berth craft—its interior fittings boast a cocktail cabinet, refrigerator and shower—is owned by Mr Geoffrey Edwards, a businessman and friend of the regiment. Mr Edwards, away in Bermuda, did not see the race.

Skipped by Major Terence Hardy, the other members of the crew were the regiment's commanding officer, Lieutenant-Colonel the Hon J D Slim; Staff-Sergeant Malcolm Allen; Mr Ron Challenger of Pegasus Marine, which built the twin 145hp-engined boat; and Corporal Mick Lynch (reserve).

They were competing against top international powerboat racing crews and only 24 of the original 42 starters finished the 1700-mile course. Foxie was 18th with an overall time of 59 hours 31 minutes. Her participation in the race had the approval of the Ministry of Defence and earned the official title of Exercise Foxie One. Said Major Hardy: "It certainly provided excellent training for us in seamanship and navigation, bearing in mind that each SAS squadron has its own boat troop."

The SAS men were supported by two back-up parties and an Army Air Corps Beaver aircraft, piloted by Sergeant Cant, was also in attendance ready to drop spare parts in an emergency. The support teams, leap-frogging round the coast in their Land Rovers, ensured that a full pit team was available at the different ports of call. Each party comprised an officer in charge of administration, an SAS engine fitter and a diesel mechanic and shipwright, both from 17 Port Regiment, Royal Corps of Transport.

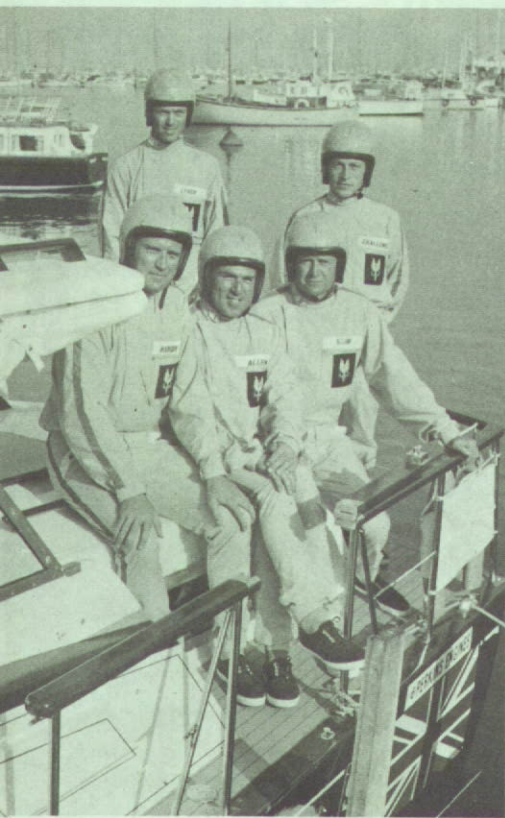
But when it came to the crunch on the vital last leg, with Foxie in trouble with a bent propeller, it was Major Hardy, with an aqualung strapped to his back, who dived over the side and fitted a new propeller in

the heaving underwater swell. In doing so he must have established an unofficial all-time record for he completed the job, which on dry land would take between 15 and 25 minutes, in the fantastic time of 8½ minutes.

Foxie was not the only boat with a Service flavour. There was Bani Yas, entered by the Abu Dhabi Defence Force, 17th with an overall time of 59 hours 8 minutes and prizes including a trophy and cheques for £200 and £300. Ocean Pirate, with two RAF officers in the crew, Flight-Lieutenants Tom Nutman and Graham Duffy, finished seventh with an overall time of 48 hours 36 minutes and £100 for the best prepared and presented entry.

Then there was Tornhodo, a 28-foot family cruiser entered and driven by Lieutenant D Ruscombe-King RN, finishing 14th in 54 hours 38 minutes and coming home with a methuselah of champagne as the first Service entry to circuit the Isle of Man and the Manx International Trophy. The Royal Marines' Kay Haylen failed to complete the course despite being stripped bare—down to the last crate of beer—by her crew at Inverness in a brave endeavour to coax more speed out of her for the remaining five legs. Kay Haylen, skippered by Major Stewart Syrad RM, a specialist hovercraft pilot, was loaned to the Royal Marines Amphibious Training Unit, Poole, by a London waste-paper merchant, Mr Jimmy Maybank.

Finally, the smallest entry with the youngest crew—Psychedelic Surfer, the only inflatable in the race. She was designed and built in 21 days at Atlantic College, Glamorgan, and crewed by Graeme Dillon (21), John Caulcutt (22), and Lieutenant Simon De'Ath, Royal Marines (21). Nobody thought they would manage more than the first leg to Falmouth, if that, but the critics were duly confounded and although dogged by engine trouble they carried on to finish 19th in 61 hours 54 minutes. They were given a standing ovation when they collected a £150 cheque for the lowest-powered finisher.



Wearing their smart racing suits (emblazoned with the SAS badge) which helped them win the Concours d'Elégance, Foxie's crew: seated (left to right), Major Terence Hardy, Staff-Sergeant Malcolm Allen, Lieutenant-Colonel the Hon J D Slim, standing, Corporal Mick Lynch and Mr Ron Challenger. Above: Foxie at speed at sea.

WATCHFUL, WARY, WAITING

The calming influence of the British soldier was obvious once again when units were brought in to safeguard life and property in Belfast and Londonderry after the fierce communal disturbances in August. Earlier, as recorded in the August SOLDIER, the troops had been called upon to guard vulnerable points in Northern Ireland such as remote reservoirs, pipelines and electricity power stations.

1



4



5



2

1 Security for the residents. Soldiers chat with people in Crumlin Road area, Belfast.

2 Alertness and preparedness were impressive but there was no animosity in Londonderry.

3 Devastation in Falls Street area, Belfast, that led to the troops being asked for.

3



6

4 A bad trouble area in the Belfast riots but there is safety with the soldiers around.

5 Commanding the troops in Northern Ireland, Lieutenant-General Sir Ian Freeland.

6 The Army lends a hand to get the streets tidy again. Sappers provide a bulldozer.



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Purely Personal

MOBY MICK

They told him it was impossible to row the Atlantic single-handed. So it was something of a challenge to **Trooper Tom "Moby" McClean** of 22nd Special Air Service Regiment (motto "Who Dares Wins"). After completing the 2000-mile trip he admitted: "I only ever rowed in a boating pool before."

Dublin-born Trooper McClean landed on the Irish coast just 72 days after setting out from Newfoundland in his 20-foot boat. He was armed with "A Beginner's Guide to the Sea" and three radios; he made only one call—to check his position.

The voyage was not without hazards. "I thought I'd had my lot once when the craft was swamped. It was chaos, like being spun round in a giant washing machine," said Trooper McClean. "On another occasion, a pack of sharks came up alongside and started thumping against the side of the boat. A hefty thwack or two with an oar soon shifted them."

On arrival in Blacksod Bay, his boat was driven on to craggy rocks and he had to leap into the sea to push it clear. Then he staggered through the darkness towards a woman on the beach to tell her "I've just rowed the Atlantic" and ask for the nearest telephone and public house.

Trooper McClean lived on curry, compo and vitamin pills, but was so fit he gave a thumbs-up (right) and did a handstand for cameramen on arrival at London's Heathrow Airport. He was sent a congratulatory message by the Queen and Duke of Edinburgh.

The trooper said he had decided to make



the trip when he was serving with Atlantic rowers **Captain John Ridgway** and **Sergeant Chay Blyth** of The Parachute Regiment. He added: "Captain Ridgway said it was impossible for a man to row the Atlantic on his own. I talked it over with the lads in the barrack room and one of them bet me five shillings I wouldn't attempt it. Then I was determined to make the trip. I am not the sort of bloke to turn down a bet."

ARMY ARTISTS



The RA after his name does not mean "Royal Academy" but nevertheless **Captain Jim Bilton** is something of an artist. Capt Bilton—at work on a portrait (left) of **Mrs Barbara Oakley**, wife of his commanding officer—has been commissioned by the Royal Artillery Association to paint the battle of Maharajpore in 1843, a famous gunner battle honour. He is adjutant of the Royal Artillery ranges at Benbecula in the Hebrides.



A seascape by **Warrant Officer II Jack Wright**, Royal Army Ordnance Corps, is to be hung in the sergeants' mess at Headquarters, Malta. The painting (left), which took Mr Wright 60 hours to complete, is of ships of the Royal Navy leaving Grand Harbour, Valletta. Mr Wright is presenting it to **Garrison Sergeant-Major R A Pace**, on behalf of the mess. When the last British troops leave the George Cross Island in 1972 the seascape will have a permanent haven in Mr Wright's corps mess in England.

Round the islands-by hovercraft

Right: Amid swirling spray, the Army hovercraft speeds past the stilted fishermen's houses at Pulau Sudong.



AN army hovercraft is helping to put Far East islands on the map. The 37 islands, off the south coast of Singapore, are the subject of a project by 84 Survey Squadron, Royal Engineers, in conjunction with the Singapore Department of Survey.

The hovercraft does in minutes a journey that would take a boat more than an hour. "Marvellous for my surveyors," said Major Tom Farmer, commanding 84 Survey Squadron.

"They are used to humping their gear several thousand feet up mountains and then having to wait days for the weather to let them get on with the job. This is so quick. When we were told we could have a hovercraft for a month, we

dropped everything else, even holidays, to make the most of it."

The craft, carrying 30 soldiers, 30 surveyors, labourers and all their gear, can land on the beach a few minutes' walk from the site of operations. The heaviest pieces of equipment are batteries weighing 80 pounds and tellurometers of 50 pounds. The surveyors' task is to measure the heights of the islands and distances between them. The findings will help gunnery exercises and in settling boundary disputes.

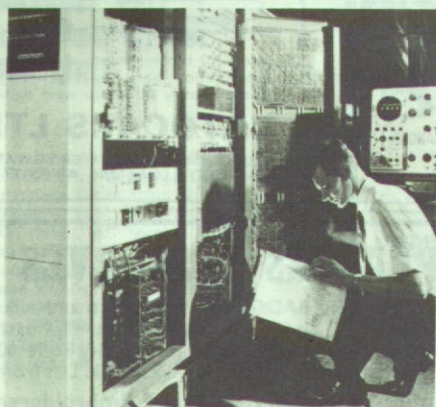
For 200 Hovercraft Squadron, which loaned the craft, this was just one more in a series of tasks from assault landings to mercy dashes.

From a report by Army Public Relations, Far East.

BACK COVER



A balmy breeze rustles the palm fronds and ripples the clear turquoise sea as an Army hovercraft is unloaded on the sun-scorched beach at Pulau Senang. Picture by Army Public Relations, Headquarters Far East Land Forces.



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The Computer Industry



VIEW FROM "OVER THERE"

A dear friend of mine, Garrison Corporal-Major John Kidman of the new Blues and Royals, now stationed in Bahrain, forwards us copies of SOLDIER. The letters about combat badges and medals, comparing British and American attitudes, have been most interesting to me as an ex-sergeant of the American Army and an ex-resident (civilian) of the UK.

Corporal Saunders' letter (June) needs a reply. We plead guilty to decorating our soldiers more than you do. But please remember a ribbon simply indicates a soldier's travels while in service.

Another point to remember is that the uniform an American soldier wears is his *only* uniform. He has no dress uniform, carbine belt or any of the gloriously embroidered "goodies" let alone the monumentally beautiful state kit of our dear friends in the Household Cavalry.

Patriotism is a nebulous thing, but treatment of a flag is "by the book." We sat in the warrant officers' mess at Wellington Barracks one night and heard the story of a very embarrassed warrant officer who had been in a ceremony with some US marines. The cere-

mony involved lowering of flags. He got his flag down, wadded it up and stuffed it under his arm, noticing with horror the "mumbo-jumbo" of a Marine sergeant carefully folding the Stars and Stripes into the tight little triangle called for in regulations.

Every American soldier, sailor, airman, marine, boy scout, campfire girl—almost all of us have been thoroughly indoctrinated in our "flag courtesy." There are charts upon charts showing the correct way of displaying a flag in a church, an office, a school, in the rain, in every possible circumstance. We all know a flag is never allowed to touch the ground, be laundered or cleaned. Even the final disposal of a tattered flag must be "privately, with no ceremony."

We are often shocked to see your Union Jack being used to make aprons, shopping bags and bikinis—but we know the difference.

The difference, Corporal Saunders, is not our "immigrant origin" nor is it "British reserve." The difference is that our flag represents continuity of our government, one of the few in the world in which the chief of state is also head of the government. We change

presidents every four years or, tragically, even more often. You are fortunate enough to have a person to whom your patriotism can be directed.

You "serve Queen and country," accept "the Queen's shilling" and, according to Kipling, some of you have a relationship that is called "the Queen's bad bargain."

You are doubly fortunate in having not only a Queen, but a most charming and gracious Queen. Don't forget, an American serviceman might have voted *against* his current president. Consider the dilemma facing a professional soldier who must vote either for or against his commander-in-chief every four years.

You have a ceremony which perhaps exemplifies my point. When the reigning sovereign returns to England a flag is lowered to the ground. Our flag is never lowered. Remember the Mexican Olympics last year, when our flag was the only one not dipped to the President of Mexico? That was not because of any feeling of superiority but simply because our law forbids it. A regimental march past is particularly impressive with guidons and regimental colors dipping, but the Stars and Stripes still vertical on its staff.

LETTERS

People all over the world know the rage Americans feel when our flag is torn down and trampled or burned, and use the feelings of Americans to great advantage. We have a strong sensitivity to any disgrace to our flag, not because it's the most beautiful or the best, but most simply because it's all we have. Our flag is our focus of patriotism. It's just that simple.

Our flag is not dipped, even to our own chief executive, let alone to a foreign dignitary; yours is dropped to the ground for your Queen, and that is quite proper, for it shows the status of both.

Next chance you get, stop an American Serviceman and ask him to peel off the long list of "dos and don'ts" about our flag. Then, perhaps you will more fully understand his shock when he sees a Union Jack footstool.—John S Moore, 5535 Bishop Road, Detroit, Michigan 48224, USA.

BREVET RANK

Reader David Ellison, of 2 Colomberie Chambers, St Helier, Jersey, raised an interesting point when he asked SOLDIER for an explanation of the term 'brevet rank'.

In France the term brevet was first used in a legal sense to mean letters patent or title, and later came to mean a commission to an officer. At the end of the 17th century brevet rank was instituted in England.

There is no simple explanation of the brevet rank for during the past 300 years the regulations governing the award of a brevet have been subject to constant change. Nevertheless it has always conferred as an Army and not regimental rank and was published in the London Gazette as a brevet.

By the end of the 18th century a general brevet had become a well-established form of block promotion; thus at the end of the Napoleonic wars in 1815 a general brevet was given "... to reward those by whose brilliant services the peace has been achieved..." Although at one time a general brevet promotion was given about every six years, this was later limited to special occasions such as the accession of Queen Victoria and the birth of the Prince of Wales.

General brevets were abolished in 1854 when new rules for promotion were introduced; brevet rank was then given for distinguished service in the field.

Brevet remained an Army rank, con-

ferring seniority and precedence only in relation to officers of corps or regiments other than that to which an officer belonged, as opposed to substantive rank which gave seniority and precedence in the officer's own corps or regiment.

Patronage, reward, inducement—all played a part at various times in the granting of brevets. Subsequently brevets became a method of selecting and retaining outstanding officers for advancement.

Finally, with the introduction of half-yearly promotions in 1967, brevet rank was abolished to bring Army promotion procedure into line with that in both the Royal Navy and Royal Air Force.

BANG!

Reference the article on Hardy's School Cadet Force (July).

Firstly, Jolly good show and all that. I am sure a lot of hard work went into the whole thing. Even so I would like to place a large bet on the fact that the "muskets" being carried by the six grenadiers on pages 22 and 23 are in fact No 4 Lee-Enfields wearing a jolly good disguise. If this is not so the boys shown on page 22 must be about 6ft 10ins tall.

It is easy to find fault, I know, but your reporter should give out the correct information or say nothing. I hope the lads keep up their interest and only

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The loans of up to £1250 for officers and up to £775 for sailors, soldiers and airmen will be recovered from the recipient's terminal benefits on retirement or discharge. The loan is intended to cover the deposit, legal expenses and surveyors' and land registration fees entailed in buying a house on which a building society, local authority, recognised bank or insurance company is

willing to advance a mortgage of around 85 per cent.

Personnel eligible will be those retiring after completion of a "long service" commission or engagement and those leaving the Service prematurely on becoming redundant. Married and single, male and female personnel are all eligible. "Long service" is defined for officers as service on a commission of 16 years or more which would qualify for retired pay; for non-commissioned personnel as a pensionable engagement to complete 22 years or more.

wish I could have been at the show.—
W Aylmore, 90 Sydenham Street, Whitstable, Kent.

★ You are quite right, Mr Aylmer. The "musket" on loan from the Tower of London are in fact modified Lee-Enfields.

Fighting Finchley

May we bring to readers' notice the formation of a new club—the North London Wargames Group? It is the aim of this group to further wargaming in this area and we would welcome any active or potential wargamers to our meetings on every second Friday of each month.

Venue is the Bald-Faced Stag public house, East Finchley, which is handily situated for bus or train users, and there is a car park. For more details write to Mr Brian Baxter, 25 Twinn Road, Mill Hill, London NW7. Thank you.—
P W Owens, 62 St Albans Crescent, Wood Green, London N22.

General Service Medal

I am one hundred per cent in unison with Lieutenant J B Morris's letter (July) on the General Service Medal. He asked for comments from those who served in Egypt during the Suez Canal Zone emergency (October 1951 to March 1952).

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Nearly two years ago I wrote a letter on this subject to SOLDIER. It was not published but the gist of it was: Why wasn't the General Service Medal 1918 awarded for service in Egypt in 1951-2? I should have thought the anti-terrorist actions fought at Port Said, Ismailia and all the other places along the canal, and the number of troops killed trying to uphold peace would have well warranted this award. Considering it has been awarded for every other minor disturbance and action for which the medal was originally instituted, a bar with perhaps Canal Zone or Egypt 1951-2 would have been as appropriate as Palestine, Malaya etc and, in 1956, a bar for the very short campaign at Port Said.

Since my service in Egypt in 1950-51 I have never seen any reference in articles or books to the troubles there and I very nearly began to wonder whether it really happened—friends and close associates killed in ambush and some very unpleasant predicaments.

Then I met two officers who had served with me in 41 Field Regiment in the Canal Zone whose confirmation set my mind at ease. I am sure even now that recognition in the form of a GSM would be welcomed by many who served during that emergency.—
Sgt R F Jennings, 98 Western Way, Grange Estate, Letchworth, Herts.

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 - (c) 90% of the capital benefits due at the earliest expected date of retirement or discharge.
- Effective from 1 July 1969, the scheme is aimed at giving long-service personnel and those made redundant the chance to ease one of the major worries connected with the return to civilian life.

I could no agree more with Lieutenant J B Morris. I too have served in many theatres but no period was so unpleasant or exacting as my 17 months in the Canal Zone from October 1951 to February 1953. It has always been a sore point with me to see the GSM being won by men who served in theatres that were like holiday camps

TAKE A BOW

Mr A Johnston writes from his caravan home at Dinas Dinlle on a site adjacent to a field occupied by the Army before and after the investiture of the Prince of Wales at Caernarvon to "compliment all troops on their general behaviour and discipline as observed by myself while at my caravan."

These are some of the points of behaviour he observed:

- 1 Gentlemanly courtesies by soldiers when using the camp shop.
- 2 Friendly nods by guards on sentry duty to passing motorists to camp site.
- 3 Attention by Army drivers to road speeds when travelling along sea front and narrow country roads frequented by young children and invalid home convalescents.
- 4 Quick attention given to the filling in of road excavations made by Army

AND LIFE COVER

Life policies which will cover Servicemen in peace and war have been introduced by Naafi in conjunction with the Guardian Insurance Group.

There are various schemes covering all forms of life insurance. They even include linked investment in unit trusts.

Life policies will cover all risks, including foreign service, but there will be a small surcharge for aircrew and men in submarine service.

A booklet giving full details of the scheme can be obtained at any Naafi store.

compared with the Zone in the early 1950s.

Recognition is long overdue. I sincerely hope the revival of this subject may at last bring about a just reward.—
J R Durrant, SQMS (V), 240 (Hertfordshire) Tank Transporter Squadron RCT(V), TAVR Centre, St Albans Road, Barnet, Herts.

after laying a pipeline. The settlement was causing possible damage to car springs and was dealt with immediately after being mentioned to sentry. (Some councils could learn from this).

5 General quietness around camp site. On no occasion was any drunkenness observed.

6 Clearing up procedure on breaking camp. All troops were observed clearing up litter.

Those who disfigure the countryside please note and copy.

Mr Johnston concludes: "I could go on listing my observations but feel that I have mentioned enough. It is nice to think that the British Army when serving overseas conveys to the inhabitants of the countries concerned the impression of example as witnessed by myself."

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HOW OBSERVANT ARE YOU?

(see page 8)

The two pictures differ in the following respects: 1 Numeral on third runner's back. 2 Thickness of tree trunk at top. 3 N in SMOKING. 4 Number of flakes. 5 Width of road on left of tree. 6 G in ENERGY. 7 Line between first two fingers of left hand. 8 Position of rabbit's eye. 9 Angle of bird's wing. 10 Seated man's left knee.

COLLECTORS' CORNER

The Blues and Royals have a small number of Royals items to dispose of. They include side hats, cap badges, regimental histories etc. Stamped addressed envelope for list to PRI, The Blues and Royals, BFPO 41.

J H Fraser, 5 Hill Farm Road, North Kensington, London W10.—Wishes purchase or exchange British army cap badges or collar dogs.

A P Hamakers, Rusthoekstraat 42, Scheveningen, Netherlands.—Requires British and Commonwealth cap badges and other military emblems in exchange for Dutch badges.

J Sturges, 210 Coleridge Street, Derby DE3 7JX.—Wishes purchase Danish Schleswig plebscite medal 1920.

K Shortland, 14 The Priory, 99 Epsom Road, Croydon, Surrey.—Collects British cavalry and armoured corps headdress badges and will purchase or exchange for Indian Army infantry head-dress badges.

G M Lose, 154 Shooters Hill Road, Blackheath, London SE3.—Requires all types British Army cap badges and will pay fair prices. Please send list or badges stating price.

Anthony Rogers Jr, Flat 2, 101 Belvedere Street, Gezira, Malta.—Wishes exchange one field pack, ammo pouch, desert hat, British helmet netting, RAF

and Army stripes for photographs of World War Two German helmet, Afrika Korps cap and badges and pair of jackboots. All letters answered.

Alc Wayne Van Hamme, US Radio Station Koterberg, 3281 Post Niese, Kreis Detmold, W Germany.—Wishes purchase any British uniforms, badges, medals etc or will exchange for US badges or medals.

L Bott, 7 Stanley Close, Redditch, Worcs.—Requires collar patches and arm shields of foreign SS divisions except Langemarck Flemish Division. Your price paid.

2/Lieut S G Cummings, Gillman Officers Mess, c/o GPO Singapore.—Requires badges of Irish units all periods including Commonwealth Irish; also collar, shoulder titles and buttons. Will exchange or buy.

George Stirrat (late QO Cameron Highlanders), Ormonde House, Donne, Perthshire.—Requires badges Lancashire Hussars, Hampshire Carabiniers, Essex Yeomanry, West Somerset Yeomanry, Hertfordshire Yeomanry, Welsh Horse, Glamorgan Yeomanry, Pembrokeshire Yeomanry (Fishguard), Royal Hibernian Military School, Guernsey Militia, "BW" (Barrack Warden). Willing purchase; please state price. All letters answered.

P T Starr, c/o 86 Halse Road, Brackley, Northants.—Wishes exchange old TA badges, small collection foreign militia and some interesting books, pamphlets for UK para jumping jacket size 38 and set of new type webbing. Also insignia Belgian para commandos.

Jerry Steber (aged 14), 327 East Muir Avenue, Hayleton, PA 18201, USA.—Collects British Army hats and badges and would appreciate any help from British soldiers.

Arthur Laycock, 4 Alderney Road, Dewsbury, Yorkshire.—Has various Victorian military tunics for disposal. Details on request.

Marine H Piper, 3 Mess, HMS Fearless, BFPO Ships.—Urgently requires Australia

Light Horse cap badge.

Chief Warrant Officer A G C Dennis, PO Box 623, Borden, Ontario, Canada.—Requires following 1914-19 period other rank British Army cap badges: Surrey Yeomanry, 1st Cavalry Reserve Regiment, 6th Dragoon Guards (The Carabiniers), 12th Lancers, 18th Queen Mary's Own Hussars.

TOGETHERNESS

Odd man out in the 75 names listed in Competition 133 (June) was GORDON.

The most prevalent incorrect answer was Wombwell, followed by the other part of this circus title, Bostock, with much smaller numbers offering 18 other names.

Correct pairings were: Alcock and Brown (Atlantic fliers), Black and Decker (power tools), Bostock and Wombwell (circus), Castor and Pollux, Damon and Pythias, Darby and Joan, Elder and Fyffe (shipping line), Flanagan and Allen (entertainers), Flanders and Swann (entertainers), Fortnum and Mason (shop), Gilbert and Sullivan (composers), Gog and Magog, Hansel and Gretel (fairytale), Hengist and Horsa, Hillary and Tenzing (Everest), Hobbs and Sutcliffe (batsmen), Jack and Jill (nursery rhyme), Jekyll and Hyde (novel), Joseph and Mary (Bible), Laurel and Hardy (film comedians), Lennon and McCartney (composers), Livingstone and Stanley (explorers), Marks and Spencer (chain store), Montague and Capulet (Shakespeare), Morecambe and Wise (comedians), Napoleon and Josephine, Nina and Frederick (entertainments), Punch and Judy, Pyramus and Thisbe (Shakespeare), Rawicz and Landauer (pianists), Ridgway and Blyth (Atlantic rowers), Romulus and Remus (founders of Rome), Samson and Delilah (Bible), Tate and Lyle (sugar firm), Venus and

Adonis, Victoria and Albert, William and Mary.

Prizewinners:

1 Mrs B Jones, 1A Woodstock Road, Yeovil, Somerset.
2 A K Jervis, Thorndene, Birtle, Heywood, Lancs.

3 Capt C J Morton, RAOC 26 Field Close, Chilwell, Beeston, Notts.

4 Maj C C V Bramble (Retd), Honeysuckle Cottage, Cardington, Church Stretton, Shropshire.

5 J Giblin, 14 Oxendene, Warminster, Wilts.

6 & 7 Anneli Harris, 49 Dukesmead, Warrington, Peterborough.

8 L/Cpl J Alexander, 47 MSQ, Gordon Barracks, Bridge of Don, Aberdeen.

9 A J Everson, 100 Bryant Court, Whiston Road, London E2.

10 R Best, 14 Northview Road, Tadley, Basingstoke, Hants.

11 Maj W H Moulder RTR, 6 Elwood Close, Sandford Woods, Wareham.

12 G Maynard, 45 Barfield Road, Thatcham, Newbury, Berks.

REUNIONS

The King's Royal Rifle Corps Old Comrades. Autumn (stag) reunion Saturday 18 October 6.30 pm 56 Davies Street London W1.

The Scottish Horse (1900-56) and Five and Forfar Yeomanry/Scottish Horse (TA) (1956-68). Grand anniversary reunion Sat/Sun 8-9 November Dunkeld. Dinner bed breakfast lunch at special low subsidised price. Write to: Secretary Scottish Horse Club Crown Terrace, Aberdeen.

Master Gunners Past and Present. Annual reunion, HQ RA Sergeants Mess, Woolwich, 8 November. Particulars from H Whatling, 55 Orpin Road, Mersham, Surrey.

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THE NEW PAY STRUCTURE

In reply to questions by Mr Geoffrey Rippon MP on the Services' new pay structure, details of which were given in the August SOLDIER, the Secretary of State for Defence, Mr Denis Healey, has sent the following letter to Mr Rippon:

"After my statement on Forces pay on 16 June you asked me what the increase in Service pay would be if the Grigg formula were applied. A direct comparison between pay increases resulting from reports of the NBPI and pay increases according to the Grigg formula presents difficulties—partly because the Grigg formula provided for increases, at two-yearly intervals only, from 1960 onwards (although the previous Administration staged the 1962 Grigg increases over the two years 1962 and 1963).

"Since, however, the question you raised is of general concern in the Forces as well as in Parliament, I have done my best to make a reasonable comparison in two ways—on the one hand by comparing what the Forces would have been awarded under the Grigg formula in 1968 with what they have in fact been given since the Grigg formula was applied in 1966; and on the other hand by comparing the total increases the Forces could have expected under the Grigg formula in 1968 and in 1970 when the next Grigg award would have been due, and what they can expect to have received over the same period under the various NBPI reports.

"Under a strict application of the Grigg formula—which as you know Governments did not always observe even when it was in force—other ranks would have got just over 10% and officers on average about 11% with effect from 1 April 1968; but there would have been no further increase on 1 April 1969. In actual fact the Forces as a whole received 7% on 1 April 1968 and they have now been given a further increase of almost 4%—3.93% to be absolutely accurate—from 1 April 1969.

"Both officers and other ranks have been treated a good deal better than they were in 1962 under the Grigg formula when the Government of the day staged the Grigg award as to 50% in 1962 and the remaining 50% in 1963. The total increases awarded in 1968 and 1969 on the strength of the NBPI's recommendations in effect represent a staging of the increase which would have resulted from the application of the Grigg formula in 1968, staged as to about two-thirds in 1968 and one-third in 1969.

"That is not the full story. In 1968 the NBPI recommended, and we implemented, an increase in the out-of-quarters rate of marriage allowance for all ranks at a cost of about £3,800,000 during the financial year. Similarly this year we have made other important changes in allowances. In particular we have eliminated a long-standing grievance resulting from the former rule governing the payment of ration allowance whereby a married man suffered financially when he was posted away from home through losing the allowance. We have removed discrimination against young married Servicemen. We have changed the rules governing the issue of education allowance in order to remove disabilities which the NBPI regard as one of the major disincentives to re-engagement. Over and above this year's pay increase, these measures will cost in all about another £6,500,000, to the benefit of the Services.

"Naturally, I appreciate that there has been continuing upward movement since last year in the rates of civilian pay which, under the Grigg formula, govern the movement of Forces' pay. However, if we had continued to apply the Grigg formula in accordance with the rules which we inherited, ie biennial reviews of pay without provision

for increases to be given in the "odd" years on the basis of movements in analogous civilian pay which had taken place after the last biennial award, the movement of Forces' pay would not have caught up with these civilian movements until 1970. One of the chief objections to the Grigg formula was, as you know, the serious time lag in the movement of Forces' pay by comparison with the movement in the civilian earnings which it was intended to follow. However, the Forces will be seen to do very much better than under Grigg when the NBPI long term recommendations are implemented on 1 April 1970, with the introductions of the military salary and the assessment of pay through job evaluation and consideration of the 'X' factor. This calculation is obviously subject to a margin of uncertainty because:

(a) in the case of Grigg it involves extrapolation of the index of average industrial earnings since the pay of other ranks is geared by the Grigg formula to movements in this index, and

(b) the precise pay increases which emerge from job evaluation and quantification by the Board of the 'X' factor remain to be determined.

"Subject to these reservations, a comparison can be made as follows—under the Grigg formula the total increases awarded in 1968 and 1970 would have amounted altogether to £75-80 million a year.

"On the basis of the recommendation of the NBPI in their various reports:

(a) the Forces got, in April 1968, an increase totalling £27,000,000;

(b) as a result of this year's interim increase they will get a further £20,500,000;

(c) as the result of introducing the 'military salary'—ie paying single men at the same rate as married men, compensating married men for the incorporation of ration allowance in taxed pay, and after deducting accommodation and ration charges to single men—they should get a further £52,500,000. (The cost of the military salary is estimated in Appendix 5 to the NBPI report to be about £57,000,000, but of this sum we are paying out £4,500,000 immediately in ration allowance improvements, and this is included in the £20,500,000 which I have mentioned at (b) above, leaving £52,500,000 to come).

"The value of these measures alone comes to £100,000,000, compared with the £75-80,000,000 which would have been forthcoming under Grigg. As you know, a sizeable chunk of the £100,000,000 will go towards rectifying the anomalies in the previous system of paying, or rather underpaying, single men. But this is only part of the total; over and above all the benefits already listed all Servicemen, married and single, can expect to benefit from whatever higher pay scales the Board may recommend as the result of job evaluation and quantification of the 'X' factor. As I said in the Commons, the Government recognise that job evaluation and the 'X' factor will lead to increases higher than the Grigg formula for comparability, and are prepared to pay a substantial sum next year on this account. It intends to allocate £30,000,000 to this purpose next year on top of the remaining £52,500,000 for the military salary. Thus over the period which would have been covered by Grigg awards for 1968-70 inclusive the Forces stand to get as a result of the NBPI recommendations and the Government's decisions some £130,000,000—or more than half as much again as they would have got if we had gone on with the Grigg formula.

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Army Scholarships carry a grant of up to £260 a year, tax-free, for two years; they are intended to help able boys stay on at school to study for their 'A' levels (Higher Grade for Scotland). The money is made up of a refund of tuition fees up to £160 p.a., plus a maintenance grant, dependent on parent's income, of up to £100 p.a.

The scholarships carry with them, for the successful, the assurance of a place at Sandhurst—and can therefore be a boy's first step to a career as an Army Officer.

Selection is by written examination and interview. Boys born between 2nd August 1953 and 1st August 1954 are eligible, and application must be made before 1st December 1969. The written examination will be held at schools in early February.

For full details of the scheme, write to:

Major T. W. Tilbrook,

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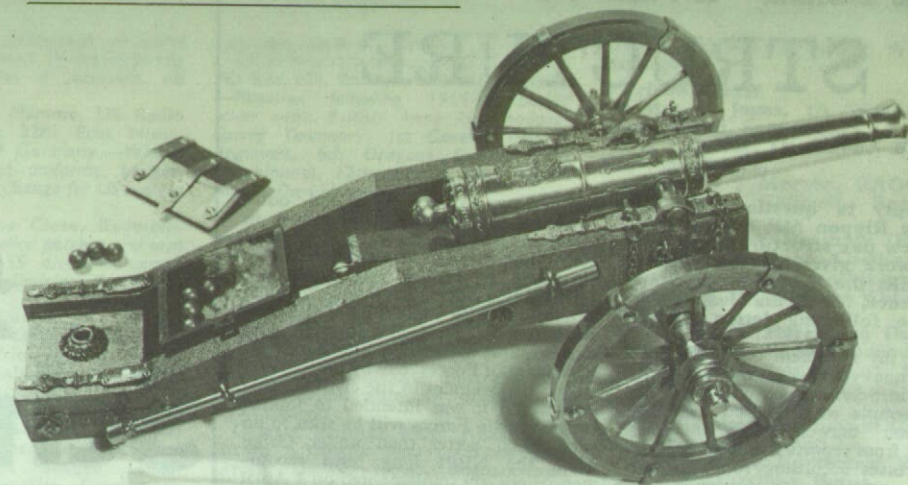
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MILITARY MODELS



Louis Quatorze cannon, circa 1736, complete with munitons coffer, swab, ramrod and cannonballs

CANNON FOR

PLASTIC, balsa, rubber and lead—many materials are used by model makers. But the Italian firm of Pocher is original. Its cannon actually have cast brass barrels, hardwood carriages and engraved bronze fittings.

These cannon are superb collectors' pieces, the nearest to the real thing in miniature I have ever seen. The barrels are drilled only halfway down, but there is a good reason for this.

To complete the job with the addition of a touch hole so the cannon actually fires makes it into a lethal weapon—for

which you need a special firearms licence from the police!

There is a range of eight models: 24-pounder casemate naval gun, Louis XIV cannon, 1800 English field gun, Krupp 75mm field gun, Chinese cannon of the Shan-Hai-Kuan forts, 16th century culverin, German cannon and 15th century cannon. They are available in kit form (from £4 12s 6d to £6 16s 9d) and ready made (£6 5s 6d to £10 8s 0d) from the firm's agents in Britain, A A Hales Limited, PO Box 33, Harrowbrook Road, Hinckley, Leicestershire.



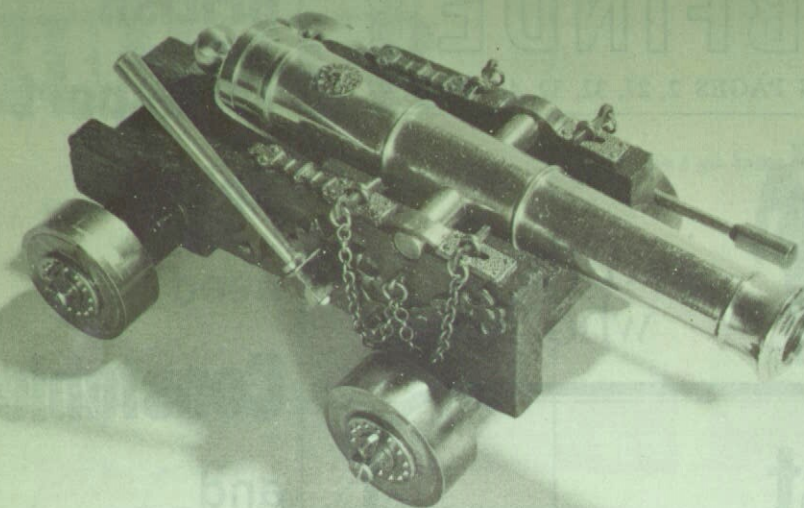
Above: Dramatic diorama from World War Two. These German infantry figures (height two inches) from Airfix are good value at 5s 11d for the set of 29. Also available are British paras and commandos, US and Russian infantry.



Left: Bold warrior of old. Silver Knight of Augsburg with broadsword, c 1560.

Right: For duelling with dragons. Black Knight of Nurnberg with lance and mace in the year 1580.

Far right: Champion of the amphitheatre. Spartacus, Roman gladiator, 220 AD.



(left) and a casemate, 24-pounder naval gun (right). Both these pictures are about half actual size.

CONNOISSEURS

Although there are no assembly instructions each kit has a descriptive leaflet with an exploded diagram and construction is simple and straightforward. There are, however, a few minor details which lack authenticity—nut and bolt fixtures on the carriage, plastic wheels, and a stain-and-varnish finish on made-up models (the wood was often untreated on ancient cannon and later ones were painted, mostly green or grey).

Modellers interested in the dawn of military history should know that the firm of Aurora does a series of herioc figures

from gladiators to knights in armour. They are Hercules and the lion, Spartacus, Roman gladiator, musketeer, and knights of Augsburg, Vienna, Nurnberg, Milan and Nice. They cost from 13s 6d to £1 19s 11d and can be obtained from Aurora Plastics Co (UK) Ltd at 64 High Street, Croydon, Surrey. Construction is easy but painting very difficult. The best silver paint for armour is made by Humbrol but modellers should not expect a deep shine. The filigree work is a problem since no manufacturer has yet produced a really satisfactory gold paint.

HH



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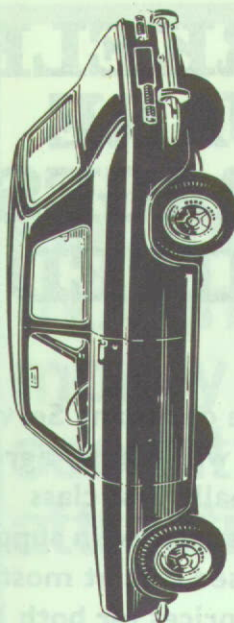
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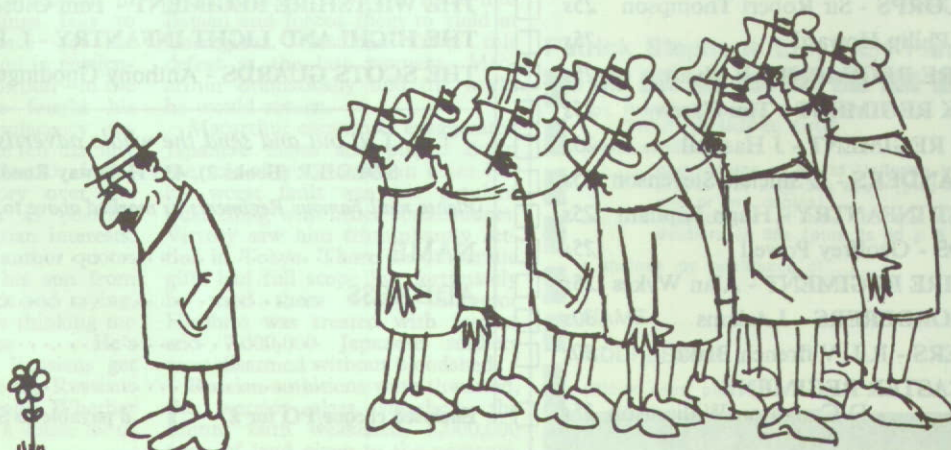
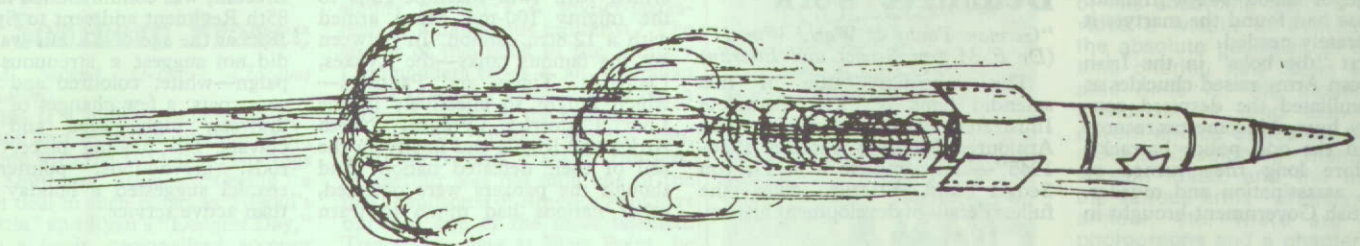
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HUMOUR

"Can I go home now?"

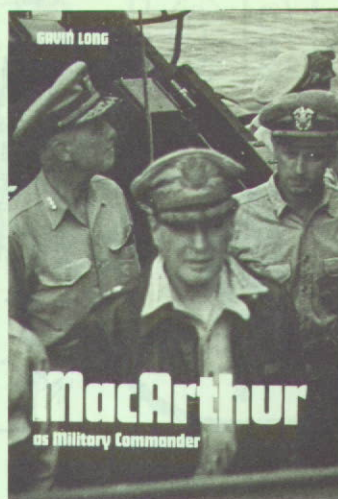


"I don't care how long you spent polishing them..."



CORK

BOOKS



Years of sadness

"Ireland's Civil War" (Carlton Younger)

"If I send this letter it is war—and war within three days. Which of the two letters am I to send? That is the question you have to decide." Many Irishmen still believe that it was this question put by Lloyd George to their representative, Arthur Griffith, that pressured him into accepting the Anglo-Irish Treaty of 1921 which directly precipitated the Irish Civil War.

Trouble had been brewing for decades in Ireland and it had come dangerously close to explosion in 1914 when a European war was accepted as a good enough reason for postponing domestic matters. To the delight of Berlin, a handful of idealists rejected the majority decision, launched their Dublin Easter rising and proclaimed a republic. Few of their compatriots helped and little sympathy was wasted on the survivors. But quickly a change of mood swept Ireland. The cause had found the martyrs it so desperately needed.

At first "the boys" in the Irish Republican Army raised chuckles as they humiliated the despised constabulary, burned income-tax records and even the odd police barracks. But before long they turned to ambush, assassination and murder. The British Government brought in

mercenaries—"Black and Tans" and "Auxiliaries"—who added their own vicious form of violence. By 1921 the whole of Ireland lay exhausted under a military stalemate. Slowly commonsense prevailed and after long, complex negotiations a treaty, involving partition, was agreed.

Instantly there was a split in the IRA; some were for accepting the free state as a first step towards independence, others wanted to continue the fight. So bitter were the emotions aroused that in a very short time the whole bloody business began again. After long hard months the free state forces slowly gained the upper hand and with a land thoroughly sick of war and bloodshed the remaining extremist leaders surrendered.

One thing emerges with frightening clarity in this sad book—idealists are among the most dangerous of men and, if given the chance, also the most ruthless.

Muller, 50s

AWH

Definitive work

"German Tanks of World War II" (Dr F M von Senger und Etterlin)

The subsidiary title of this splendid book is "The Complete Illustrated History of German Armoured Fighting Vehicles 1926-1945"—and complete it is. Dr von Senger und Etterlin gives the fullest details of development history,

production and specifications of all German tanks and their variants, as well as armoured cars, self-propelled guns, tank destroyers and armoured personnel carriers. He also covers experimental amphibious types and captured types in German service.

In appendices he gives tabulated data of vehicles' weight, speed, overall dimensions, armour, armament, engine and transmission specifications and detail of such things as turret traverse and sighting equipment.

The author takes the German panzer story from the days when Germany was forbidden by the Treaty of Versailles to build or possess tanks—when the German Army practised tank manoeuvres with dummies mounted on light car chassis—to the fantastically versatile range of vehicles which went into action in the last months of World War Two.

We see how German tank-building skill advanced from the mere five-ton Panzerkampfwagen I armed with twin machine-guns to the mighty 100-ton Maus armed with a 12.8cm cannon. In between are the famous tanks—the Lynxes, Leopards, Tigers and Panthers—which fought so effectively in the Low Countries, France, North Africa and Russia and finally on the soil of their defeated nation. And though the panzers were defeated, other nations had much to learn

from them. German influence is in many post-war tank designs.

This book, lavishly illustrated with pictures and diagrams, is translated by J Lucas of the Imperial War Museum and edited by Peter Chamberlain and Chris Ellis. It is the definitive work on the Panzers.

Arms & Armour Press, 95s JCW

In the Peninsula

"The Subaltern" (G R Gleig)

Eyewitness accounts of great deeds by simple men of action are so much more meaningful and colourful than official histories. It is not difficult therefore to understand the present vogue of republishing 19th century memoirs. This account of the Peninsular War is no exception. First published in 1825 as a series of essays in Blackwood's Magazine, it is now reissued with an introduction by Ian Robertson, a noted authority on this period.

George Gleig, educated at Oxford University and son of the Bishop of Brechin, was commissioned into the 85th Regiment and sent to Spain in 1813 at the age of 17. His wardrobe did not suggest a strenuous campaign—white, coloured and flannel waistcoats, a few changes of flannel drawers, night caps and three cravats. His fowling piece, fishing rods, greyhounds, pointer and spaniel suggested a holiday rather than active service.



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THE SECOND D-DAY

JACQUES ROBICHON



But active it certainly was for in the next eight months Gleig saw the siege of San Sebastian and battles of Nivelle and Nive. With his easy style he tenderly describes the sad death of a soldier's pregnant wife, the horror of drunken troops plundering a captured town, the execution of two deserters and the splendid skyline of the Pyrenees.

To Gleig the French were never anything but brave and noble enemies towards whom he bore no animosity; the Spanish troops seemed dirty bandits whose officers and doctors were so incompetent that they were despicable.

After a short spell fighting the Americans, Gleig returned to Oxford, took his degree, married and entered the Church. The remainder of his life was spent as chaplain-general and inspector-general to military schools. He died in 1888 at 92.

An interesting volume providing an excellent insight into the closing stages of the Peninsular War.

Leo Cooper, 42s

AWH

In Southern France

"The Second D-Day" (Jacques Robichon)

This is a highly readable, entertaining and in places exciting book, dealing with the 1944 allied landings in Southern France. Owing to a great deal to such books as Toland's "Battle" and Ryan's "Longest Day," it is a lively personalised account with plenty of first-hand details of the men involved.

We read how German infantry attacked dummy rubber parachutists, dropped during an allied diversion. The dummies exploded in their faces when struck by bullets and Berlin Radio denounced this as "one of the most dastardly devices in the war..."

This first full-length account in English of the landings fails to devote sufficient space to the political background and in particular to Churchill's opposition—in the last year of war he fought his American allies' complacency towards the Russians. He felt that any operation which deflected forces from a speedy victory over the Germans as far east as possible could only serve Russian interests.

In this context the author quotes Roosevelt talking to his son from the privacy of his bath and saying, "Trouble is the PM is thinking too much of the post-war... He's scared of letting the Russians get too strong... Maybe the Russians will get strong in Europe. Whether that's bad depends on a whole lot of factors."

A few months after President Roosevelt's death those factors were present but by that time it was already too late and the southern landings had contributed to allowing the Russians to advance further into Western Europe than Churchill had ever visualised.

In spite of this neglect of the political aspects this book is recommended as an important contribution to World War Two history.

Arthur Barker, 55s

CW

Sacked in Korea

"Macarthur" (Gavin Long)

Governments usually dismiss their military commanders after a series of humiliating defeats and rarely when at the peak of fame and fortune. But such was the fate of America's General Douglas Macarthur, a fate which has made him the most controversial military figure of this century.

Was he a good general or just a good actor? Unbelievably lucky or simply neurotic? A soldier-statesman or a dangerous militarist? The author of this book in the Military Commanders series is an Australian whose objective analysis goes far in providing some of the answers.

With his famous braided cap, open shirt and creased trousers, Macarthur was not only one of the most handsome of America's soldiers but also one of the most talented. Top of his class at West Point, he won ten decorations in as many months in the closing stages of World War One.

Although he had warned his superiors of increasing Japanese militarism as early as 1928, his defence plans collapsed because he had completely underestimated the prowess of the Japanese soldiers. They smashed the American-Filipino forces, crowded them into Bataan and forced them to yield at Corregidor. Snatched from this defeat at the last moment, Macarthur dramatically told the world he would return.

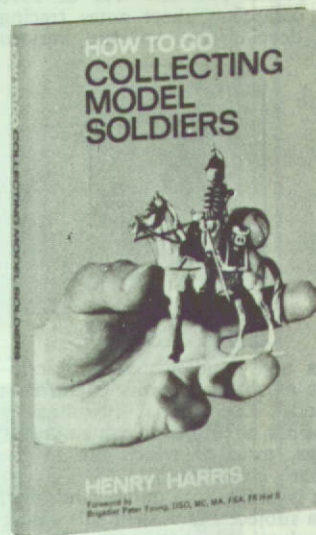
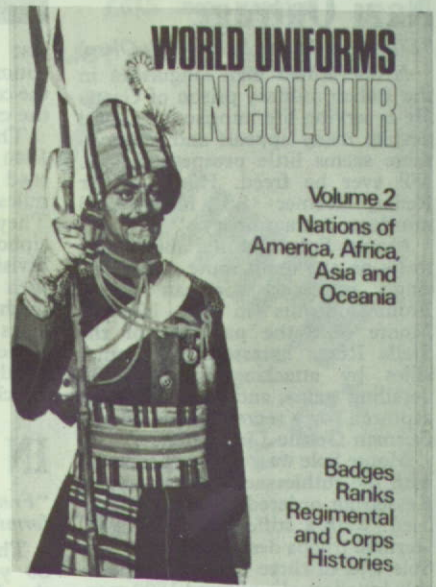
Macarthur constantly exaggerated Japanese losses and played down the role of his Australian allies but his worst fault was his petulant quarrelling with other commanders. Victory saw him triumphantly settled in Tokyo. There his autocratic gifts had full scope but fortunately he used them wisely. Emperor Hirohito was treated with respect and 7,000,000 Japanese soldiers were disarmed without bloodshed.

Russian ambitions were thwarted, the warrior class smashed, the Shinto faith weakened, 5,000,000 acres of land given to the peasants,

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BOOKS *continued*

a new constitution devised and Japanese women were for the first time in history encouraged to vote. These were very real and very great political victories.

Then came the Korean War. Incredibly MacArthur made the same errors as in 1941-42, this time underestimating the Chinese. Convinced that only total war against China could save Korea he constantly disobeyed orders as he neared the Chinese border. He was too big a risk and President Truman sacked him. The nation was stunned but despite a hero's reception he was never restored to command.

This volume is highly readable and has some excellent maps and photographs.

Batsford, 63s

AWH

Nazi Outrage

"*Silence on Monte Sole*" (Jack Olsen)

A one-armed man languishes in the Italian military prison of Gaeta. He is serving life imprisonment and despite many appeals and petitions there seems little prospect that he will ever be freed. He is Walter Reder, former SS major and murderer extraordinary.

Monte Sole had the misfortune to lie on the main route of Kesselring's retreating German forces. From hideouts in the hills of Monte Sole the partisans of the Stella Rossa harassed their former allies by attacking convoys and derailing trains, and once they even captured top secret maps of the German Gothic Line defences.

Monte Sole was a running sore and with the ruthlessness of desperation Kesselring ordered it to be neutralised. With a stiffening of SS men, German troops descended on Monte Sole and in three days of unspeakable butchery slaughtered 1800 men, women and children, most of whom had nothing whatever to do with partisan activity. Among those Germans was one "strong and noble soul" who possessed the virtue of mercy. He threw down his rifle—and his comrades' bullets made him, too, a victim of Monte Sole.

Reder's men hacked, machine-gunned and grenaded unarmed peasants. They burned buildings, turned flame-throwers on screaming wounded. When the orgy of killing was over they sowed mines and booby traps.

This is a harrowing, shattering account of an outrage which stands out even among the multitude of Nazi atrocities. It is written dispassionately, relentlessly and with unquestionable authority. Under Italian law, Reder is ineligible for pardon until his victims forgive him. The wonder is that four found it in their hearts to vote for forgiveness in answer to his appeal for freedom; the other 282 voted against.

The massacre of Monte Sole is not yet over. More than two decades after the last shot was fired, a little boy picked up a bright red ball on the nearby river bank. It blew him to pieces.

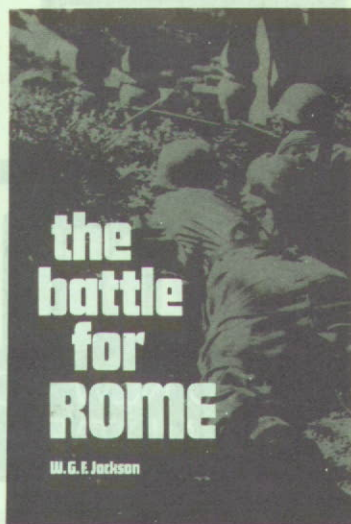
Arthur Barker, 36s

JCW

Operation Diadem

"*The Battle for Rome*" (Major-General W G F Jackson)

The author has already chronicled the Italian campaign in excellent fashion and now puts a phase of it under the microscope. When the allied invasion fleet hit the Normandy beaches the American Fifth and British Eighth armies had



just achieved the greatest single triumph of the Italian campaign, the completion of Operation Diadem, the capture of Rome.

They entered Rome on 4 June 1944 after battling along a bitter road marked by such blood-soaked milestones as Anzio and Cassino. They had been instrumental in siphoning into Italy 26 German divisions—valuable tanks, guns and men whose presence in Normandy might well have resulted in the allies being thrown into the sea.

General Jackson presents a brilliantly lucid analysis of the battle which is an absolute joy to read.

IN BRIEF

"*French Army Regiments and Uniforms*" (W A Thorburn)

This very short book covers about 80 years from the Revolution to the Franco-Prussian War of 1870 and comprises short notes tracing the development of the various



arms and regiments with descriptions of their uniforms at different periods. The text is illustrated by 60 prints, attributed to contemporary artists, most of which are in the author's collection.

It is difficult to understand why, for a subject which demands colour reproduction, only two are coloured. There is little more daunting to the reader or researcher than a continual application of textual descriptions of colours to black-and-white illustrations.

The publishers claim that the work is an authoritative introduction to the subject and has been meticulously researched. This might be more readily conceded had a bibliography been included. An index would also have been helpful.

Arms & Armour Press, 30s

"*Bellona Mk II Manual of Military Field Works of the 20th Century*"

Complementing a previous publication covering field works of the 18th and 19th centuries, this 10 x 5 inch book of 24 pages illustrates

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Much has been made of Eisenhower's success in overcoming command problems in North-West Europe but Alexander, supreme commander in Italy, also had his share. As well as the commanders of British, Canadian, New Zealand, South African and Indian troops, he had the ambitious American, Mark Clark, a colonel in 1942, a three-star general two years later; the intensely patriotic Frenchman, Juin, eager to retrieve his country's lost military prestige; and Anders, leader of the determined Poles.

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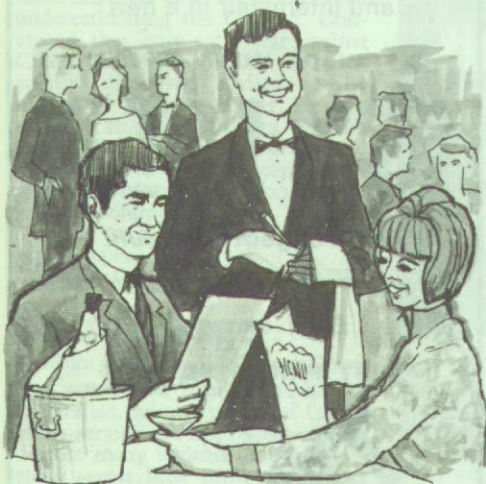
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"Stereo Spectacular" (Marble Arch
MALS 1142).

This LP has everything and should appeal to all collectors. It starts with a very boisterous performance of Sousa's "Stars and Stripes Forever" by the Hallé Orchestra conducted by Sir John Barbirolli (I suspect Sir John and the Hallé thoroughly enjoyed doing this) and finishes with the "Hallelujah" chorus played by the Black Dyke Mills Band and sung by the Bradford Festival Choral Society with Roy Newsome on the organ and conducted by Geoffrey Brand.

Sandwiched between we have "Green-sleeves" sung by the choir of St Paul's Cathedral and conducted by Christopher Dearnley and "Winds on the Run" by the Band of the Coldstream Guards conducted by Captain Trevor Sharpe—a very polished performance, this. Then "Fugue à la Giga" played by Ralph Downes on the Royal Festival Hall organ, "All in the April Evening" with the Black Dyke Band and Bradford Choral Society, and to complete Side 1 the "1812 Overture" played by the massed bands of Brighouse and Rastrick, City of Coventry, Grime-thorpe Colliery, GUS (Footwear) and Hanwell, conducted by Sir Arthur Bliss, Master of the Queen's Musick.

Side 2 opens with a masterful performance of "Roman Carnival" played by the London Philharmonic Orchestra conducted by Sir Adrian Boult, followed by "All Through the Night," sung by Ivor Emmanuel and the Rhos Male Voice Choir, "Pineapple" (opening dance) played by the Pro Arte Orchestra conducted by John Hollingsworth, and some brilliant trumpet playing by William Lang in the "Trumpet Voluntary" with the Hallé conducted by Sir John Barbirolli.

A very satisfying record.

The Band of The Royal Hampshire Regiment (Bandmaster: Mr G E Gregory).

It is a very good thing to have the music of a particular regiment put on record by its own band. Many "old sweats" will buy this EP and play the music loud and often. What great tunes these are too: "The Farmer's Boy," "The Hampshire," "We'll Gang Nae Mair to Yon Town," "Cork Hill" and "The British Grenadiers." These are tunes that have set the feet tapping over a great many years and can still hold their own against anything the pop world churns out.

The two numbers on Side 2, "Yellow Bird" and "Flieger Marsch," were no doubt added to complete the disc—I am sure they bear no relation to The Royal Hampshire Regiment.

The actual recording was made in the concert hall at Kneller Hall and very good it is too. The Band's playing is excellent and the reproduction first class.

The regimental march, "The Hampshire," which was also the regimental march of the old 2nd Battalion, The Gloucestershire Regiment, is to be the regimental

ON RECORD



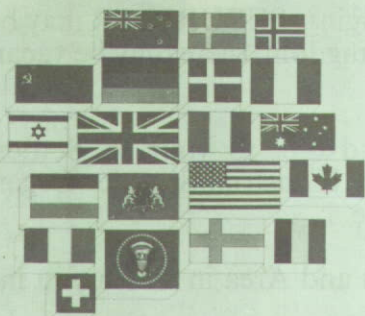
march of the new regiment to be formed by amalgamation next year of the Glosters and Hampshires.

This EP is available (stock is limited) from Regimental Secretary, The Royal Hampshire Regiment, Serle's House, Southgate Street, Winchester, Hants, price 7s 11d in UK only (including postage). Price elsewhere on application.

"This is London" (Music for Pleasure MFP 1295).

This is a fascinating record of the well-known sounds of the great City of London, starting with the sound of Big Ben and the bells of Westminster Abbey and finishing

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in a pub at Millwall. Sandwiched between is the familiar sound of changing the guard on Horse Guards Parade and at Buckingham Palace, with the band and drums of 1st Battalion, The Welch Regiment, which was no doubt on public duties when this record was made.

The narrator, Richard Baldwin, takes one to many places and to hear many sounds and voices, but the star is the principal speaker at 'Speakers' Corner, Hyde Park. He is a born comedian and worth a guinea a minute. I have no hesitation in recommending this LP if you have a spare 40 minutes to sit down and really listen.

"Salute to Wales" (Excelsior Ropes Works Band) (conducted by David Thomas) (Marble Arch MAL 1139).

There were bound to be one or two LPs made during Investiture year and I am delighted that one has been made by this splendid band. There is no finer sound than well-balanced brass and this band not only excels in the finer points of brass playing but produces march playing of the highest order.

It is good to hear some of T J Powell's well-known marches—what a great writer he was. "Caernarvon Castle," "Castell Caerdydd" and "The Contestor" must be three of his very best. His death was a great loss to the brass band movement but he left a legacy in music that will outlive the years to come.

It is good to hear also the march "Western Knights" by Courtney Bosanko, one of the finest musicians and teachers in the brass band world and for many years a leading light in the Salvation Army. He is now one of the foremost teachers of brass instruments and band conductors in the Bournemouth schools area.

Other marches included are "Castell Caerffili," "Famous Fragments," "Castell Coch," "Soldier's Chorus" from Gounod's "Faust," "Devil's Kitchen," "Silver Trumpets" (Viviani), "Gay Hussar" and "Salute to Wales."

My only criticism is that I wish the producer had stuck to all-Welsh marches. It was a stroke of genius to put the individual players' names on the sleeve. Other record companies please note!

The Staff Band of the Corps of Royal Electrical and Mechanical Engineers.

In the May SOLDIER it was stated that this LP is available at £1 2s 0d including postage and packing. The Corps has now asked SOLDIER to point out that this price applies only

to UK or to British Services personnel in Rhine Army.

Prospective buyers serving or living further afield are asked to write first to the Director of Music, REME staff Band, Poperinghe Barracks, Arborfield, Berkshire, who will be glad to quote postage costs.

"National Anthems" (Band of the Corps of Royal Engineers) (Director of Music, Captain P W Parkes) (Marble Arch MALS 1141).

This LP should be in great demand—as the sleeve says, "A great many people, promoters of international events, social, political, sporting events etc, may want to pay a tribute, with the playing of a National Anthem, at some time or other."

All the anthems are superbly played by this fine band which is one of the greatest all-round musical combinations in the country. It always maintains a very high standard and is a pleasure to listen to both on the concert platform and on parade.

It is good to hear the new official version of the British anthem in the key of G although the tempo is on the slow side. One would have liked to have heard all the other anthems in their official form, ie as laid down in the Ministry of Defence national anthem book. When these are played on official occasions this must, of course, be the case.

There is some repetition which is unnecessary and confusing. Without this the producer might have squeezed in some of the anthems of the new independent countries. It would have helped too if each anthem could have been announced.

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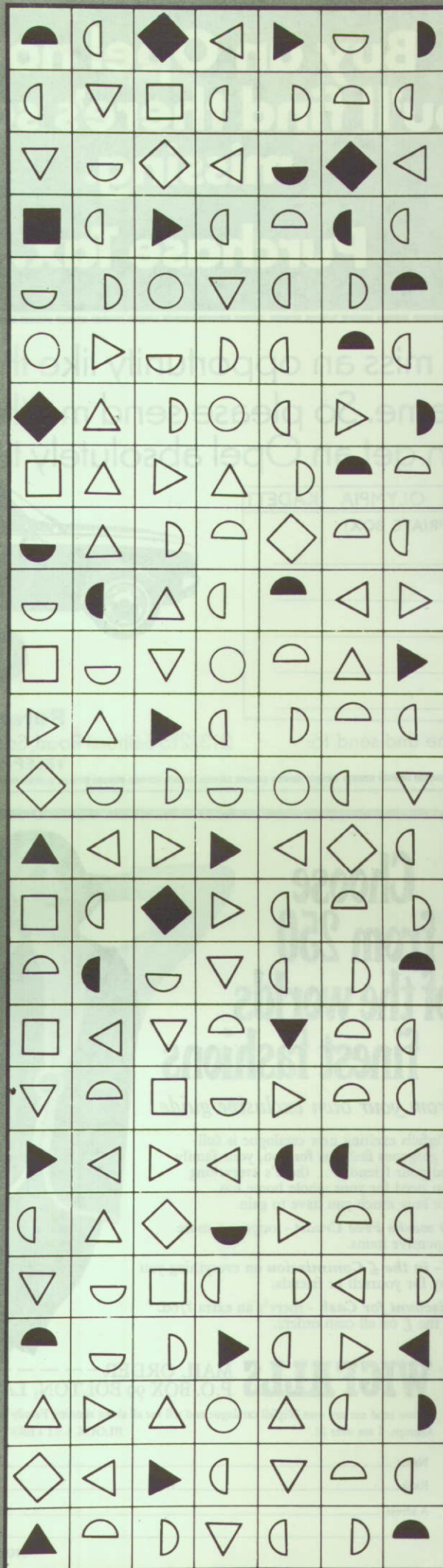
AND it's back to those tantalising black-and-white squares, triangles, footballs, setting suns, half moons and basins.

These symbols have been used in two previous competitions but don't bother turning them up—the letters have been switched again. The shapes represent the names of 25 countries. Sort out the substitution and then find three more countries, each again of seven letters, reading downwards in the vertical columns.

Send these three names, with the "Competition 137" label from this page, and your name and address, on a postcard or by letter, to:

Editor (Comp 137)
SOLDIER
433 Holloway Road
London N7.

This competition is open to all readers at home and overseas and closing date is Monday, 12 January 1970. The answers and winners' names will appear in the March 1970 **SOLDIER**. More than one entry can be submitted but each must be accompanied by a "Competition 137" label. Winners will be drawn from correct entries.



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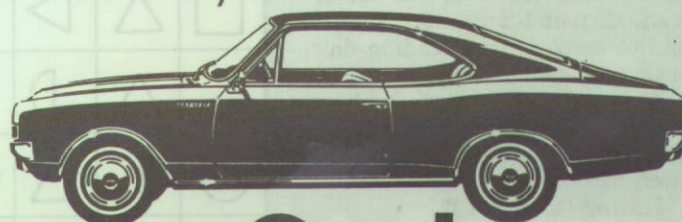
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NIJMEGEN MARCHES

They walked a million and a half miles !

ROAD-WALKING is not really a British sport but 750 British soldiers and airmen came through the gruelling Nijmegen marches with the Union flag flying.

They may not have been so colourful as the orange-skirted Israeli girls from the Jordan Valley who frequently broke step to dance the *hora*, or have quite the panache of the United States paratroopers led by a husky negro spinning the regimental standard. But the crowds had a special cheer of "Bravo Britten!" for the spirited soldiers in combat kit singing "The Happy Wanderer" and "It's a Long Way To Tipperary," the slim youths of the Combined Cadet Forces, the airmen in blue shirtsleeves, the Girls' Venture Corps (female equivalent of the Air Training Corps) in pristine white blouses and bobby-sox, and the Women's Royal Air Force in uncomfortable, near maxi-length, uniform skirts.

The Nijmegen marches—they began in 1909—are a saga of sweat, stamina and singing.

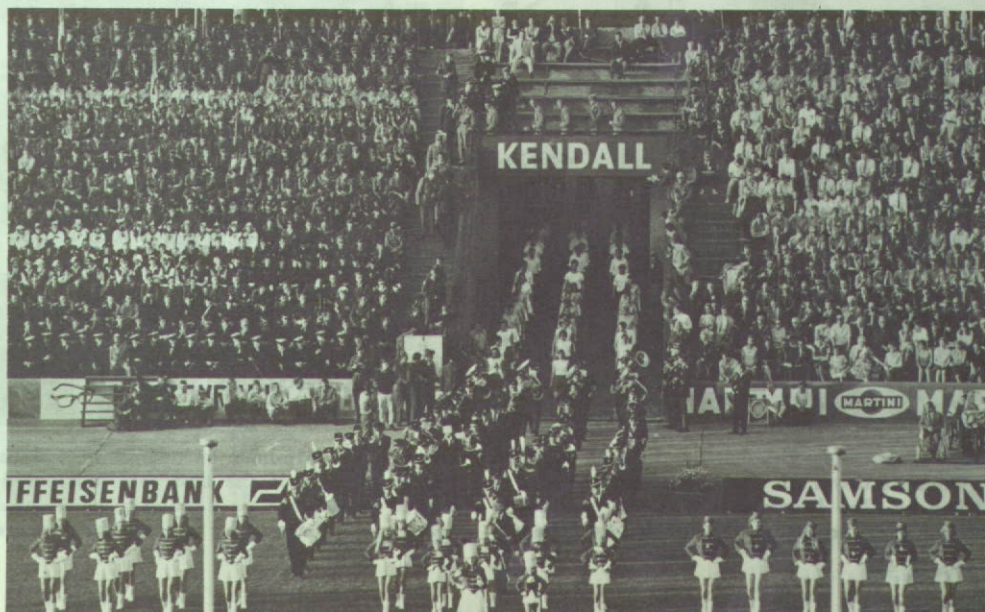
This year, with the temperature hitting the nineties, 1442 of the 15,901 entrants failed to finish. Women and youngsters do a shortened course; men civilians wear just shorts, shoes and shirts; but the soldiers have to march in uniform with 22 pounds of equipment including webbing and rifles

or machine-guns—25 miles a day for four days.

Over sun-scorched streets they tramped, down leafy lanes, past reed-lined lakes and along the banks of the Rhine near Arnhem. Each day's 25-mile course must be completed within 11 hours. Par is reckoned to be eight hours under normal conditions but this time the heat and humidity made the going very sluggish. The Headquarters

Above: The hand of friendship as they march and the Union flag on sleeves and packs. Right: The entry into the Goffert Stadium, Nijmegen, where 28,000 people saw the flag-raising ceremony.

Story by Hugh Howton
Pictures by Trevor Jones





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To prove a point



The Nijmegen marches began in 1909 when 41 soldiers and civilians set out on a four-day endurance hike to prove a point—that anyone with care and training can walk great distances with enjoyment and without undue fatigue.

The Royal Netherlands League for Physical Culture sponsored that first march and has run them every year since with breaks only through the two world wars. The marches first became international in 1928, the year the Olympic Games were held in Holland.

British Service teams have been taking part since 1946. Britain had always contributed the largest foreign contingent until this year when Germany entered 1581 soldiers and civilians. Britain had 1283 and Switzerland 1163.

The marches have now become one of the world's foremost sporting events, claimed a Press counsellor at the Dutch Embassy in London. "It is very friendly and good for international relations," he pointed out.

The Dutch themselves take their training seriously. Even in a big city like Amsterdam, office workers exchange sober suits for vests and shirts in the evening, beginning with a walk of a few miles and gradually increasing the distance until they are fit enough to take the Nijmegen marches in their stride.

Nor are the marches just for the young and healthy. This year a 73-year-old, grey-bearded Swiss completed the 100-mile course. And he has a wooden leg!

Left: The Americans sang folk songs and negro spirituals. The lance twirler kept the crowd entertained and also set a rhythm which enabled the troops to hold the step.

Right: From Switzerland, the oldest competitor, a 73-year old greybeard with wooden leg and ornamental staff, completed the full 100 miles.

Top of page. View of Nijmegen with bridge over river Waal. Temperature was in 90s on first day of the march.



British Army of the Rhine team finished the first day in 8½ hours. They had averaged less than 6½ hours over a similar course at Apeldoorn weeks before. But road marching is not competitive and all who complete the course in the specified time win medals.

The day began early with staggered starts from 0415 to 0800 hours. Breakfast was one sandwich of chocolate flakes, another of sugar, and a cup of luke-warm tea. Soft drink and ice-cream sellers made a quick profit; manufacturers of chewing gum and glucose tablets gave liberal free handouts. The marchers were showered with water (by small boys with hoses) and eau de cologne (by girls from a local perfume factory).

There were many contrivances for comfort—forge caps under rifle slings, sponge rubber wrapped round pack straps, and girls in uniform wore bandages round their knees to prevent their skirts chafing. Some marching groups had tambourine players, clarinetists and buglers and one soldier even beat time by tapping his

sub-machine-gun barrel with the magazine.

But it was in the singing that national character was brought out—the Swiss yodelling "Droben im Oberland," the Royal Air Force with a tongue-in-cheek "This is my story, this is my song. I've been in the air force too - - - - long," the Canadians with their lyrical "Alouette, gentille Alouette," the Americans' self-confident chant, "There are no flies on us. There may be flies on other guys, but there are no flies on us," the Israeli Army's spirited "Hava Nagila," and the Dutch hummed the hymn of the four-day march "De Vierdaagse" which tells of the camaraderie of the long-distance walkers.

International amity was set at the outset when 28,000 people in Nijmegen's Goffert Stadium stood to acknowledge the raising of the flags of the 21 participant nations.

"Like riding a pedal cycle, road-marching is not really a British sport. But our chaps and girls have done jolly well," said a squadron-leader responsible for the ad-

ministration of the British military personnel in the international camp at Heumen-soord. "When the United States first entered a couple of years ago their chaps kept falling out all over the place. Now they have a big brass band, men nearly seven feet tall, and do lots of special training," he added.

The British are not so fortunate. For example, Warrant Officer I Gerald Thompson lost eight of his 20-man Nijmegen team because they were on duty. And he gets only 50 to 75 per cent attendance at weekend, Friday evening and Wednesday afternoon training sessions. Mr Thompson regards road-marching with the typical British amateur spirit: "It's not a sport. It's torture. I only do it to keep fit for football refereeing. If anyone does it for any other reason than to keep fit he must be mad."

Nevertheless 48-year-old Mr Thompson, a class one referee of the Army Football Association, won 17 medals for road-marching this year—before Nijmegen.



A young Dutch girl marches happily with the Women's Royal Air Force, who sing merrily as they go. The length of skirts was a difficulty and some wore knee bandages to stop chafing.



There was a five-hour queue for medical care on the evening of the first day. Most needed plaster for blisters or hard skin pared away. Some were exhausted by the high temperatures.





SOLDIER