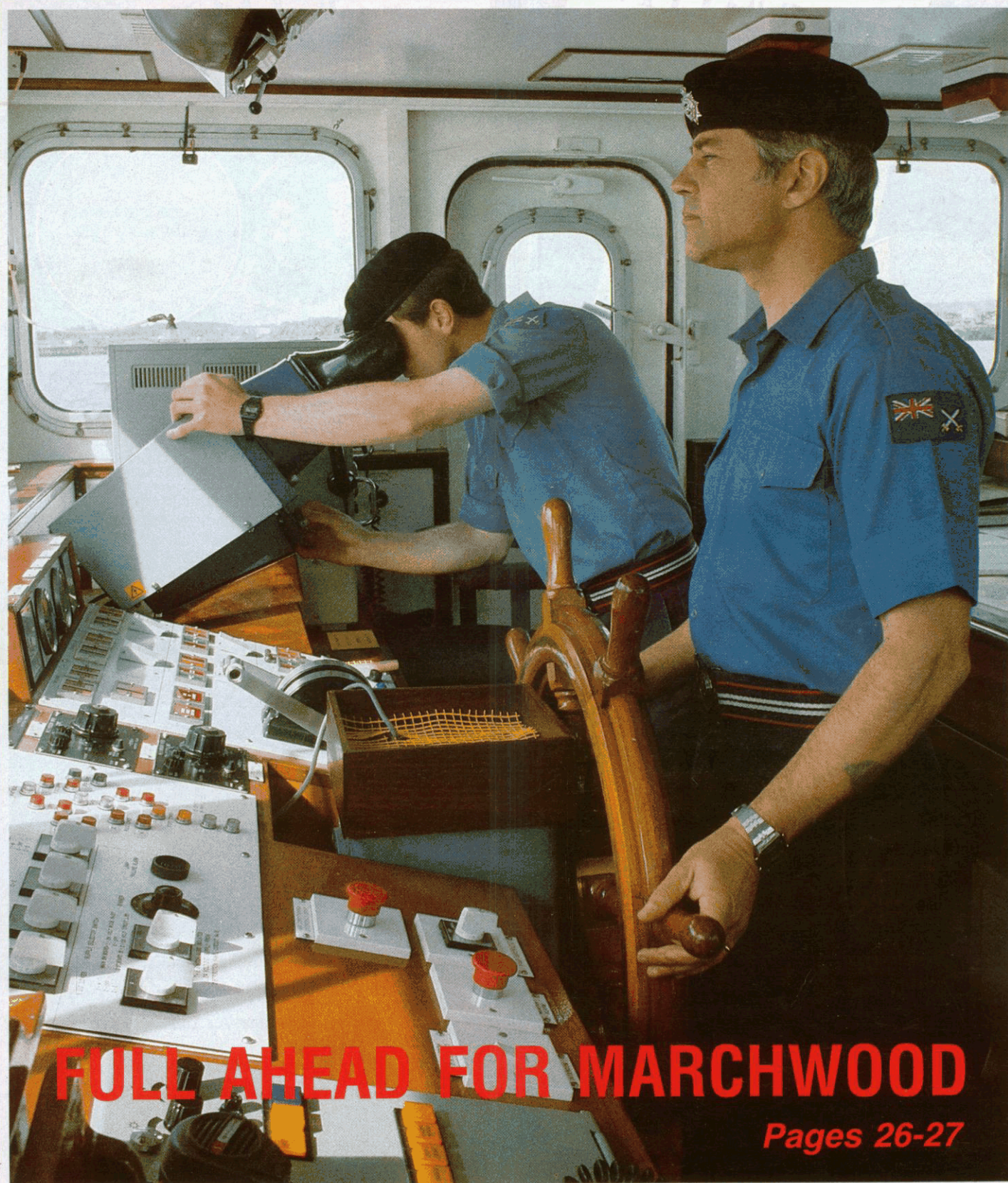


THE MAGAZINE OF THE BRITISH ARMY • 35 PENCE • 14 JULY 1986

SOLDIER



FULL AHEAD FOR MARCHWOOD

Pages 26-27

THE ELITE

AND THEIR SUPPORT



To be published
in September 1986



To be published
in January 1987

The 'Elite & Their Support' is a reference publication concerned with the elite specialist fighting formations of the world, providing thoroughly researched up to date information on units from many different countries, including: The United Kingdom; United States; Canada; Federal German Republic; The Netherlands; France; Belgium; Eire; Italy; Switzerland; Spain; Portugal; Sweden; Brazil; Australia; New Zealand; Jordan; India; Pakistan; Thailand; Malaysia and Indonesia.

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VOL. 42/14
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FRONT COVER — SSgt Eddie Thompson steers full ahead for Marchwood up Southampton Water aboard the 165-ton Ramp Craft Logistic (RCL) *Akyab*. The latest craft to join 51 Port Squadron RCT, it is Eddie's first time at the wheel of the £1.25 million vessel. The pride of the soldier mariners, they have five in service with the corps and another tour on order. See Pages 26-27.

BACK COVER — Para Gunners of 7 Regiment, Royal Horse Artillery in Gibraltar on Exercise Marble Tor. The battery moves to Belize for a six month tour of duty later this year.

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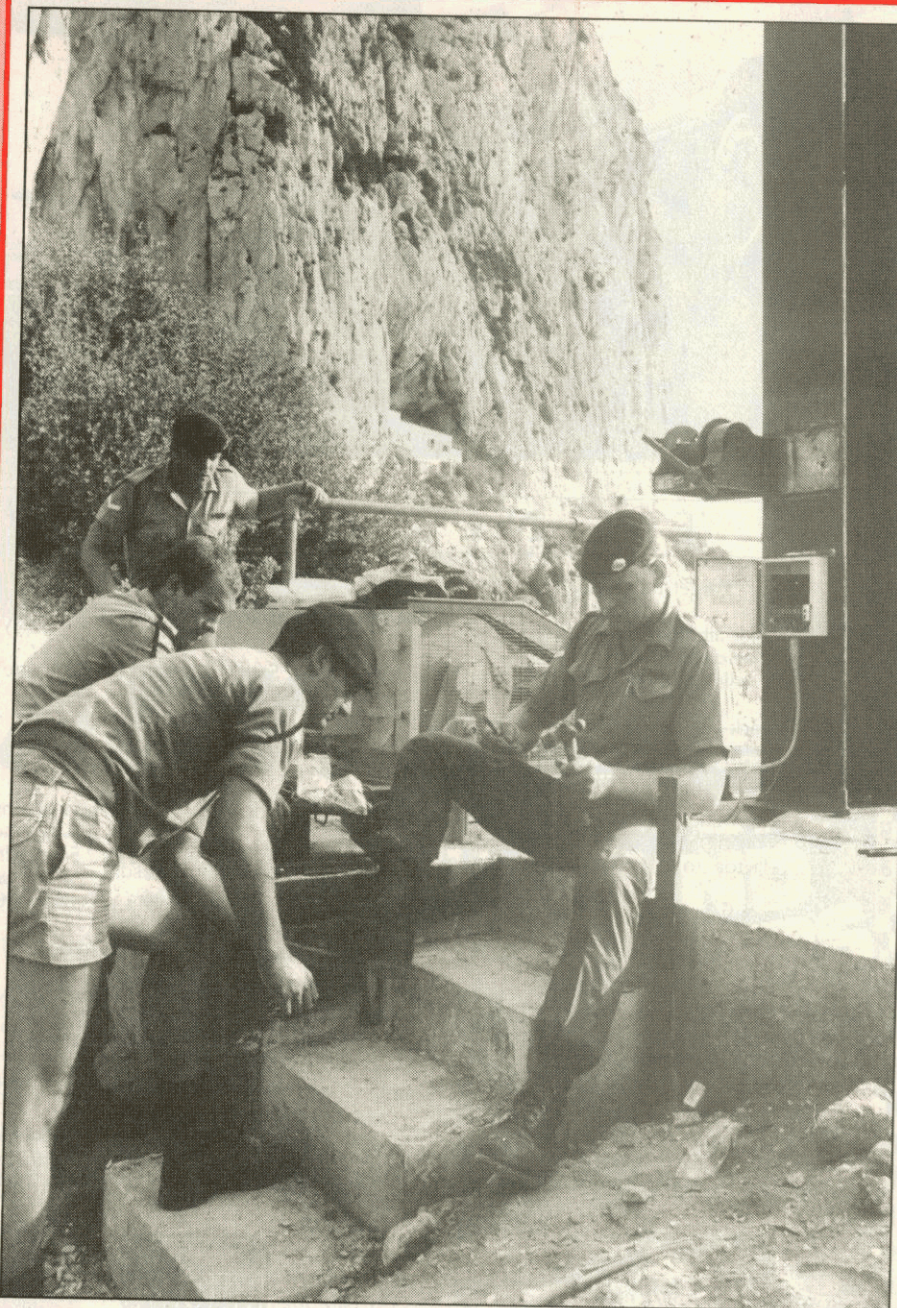
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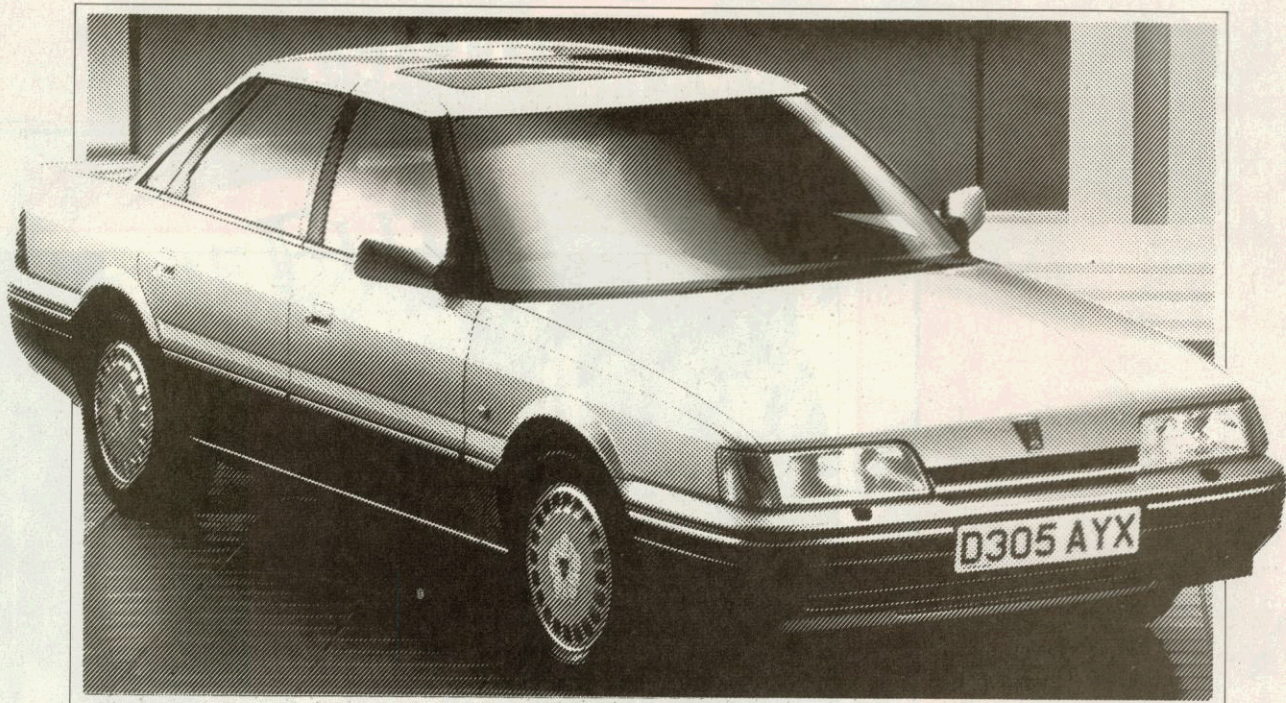
INCORPORATING
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SAPPERS ON THE ROCK



61 Field Support Squadron, Royal Engineers from Maidstone have built an electric ammunition hoist high on the Rock to replace the old system of manhandling small arms ammunition to Governors Beach 200ft below where a sea range is situated. During their six week tour of duty in Gibraltar the ten-strong Artisan section will also be gutting and refurbishing three rooms of the Combined Services Youth Centre. More Gibraltar stories appear in Pages 17, 20-21 and 25.

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FAST LADY!

BRONZED from a stint in the Seychelles and off the next day to record another episode in the TV series "Treasure Hunt", blonde action girl Anneke Rice took time off to drop in on the Army for another high-speed launch.

This time she was visiting the Royal Corps of Transport Historic Motor Racing Team which has an 11-venue racing calendar this summer in the UK, Belgium, France and

Story: Graham Smith
Pictures: Terry Champion

Germany.

The team has a UK-based and a BAOR-based car with a £5,000 Sealink sponsorship behind its pending fortunes.

Driving the cars are Maj Bob Birrell who is based with the Army Element of the Royal Armament Research and Development Establishment, at Longcross, Surrey

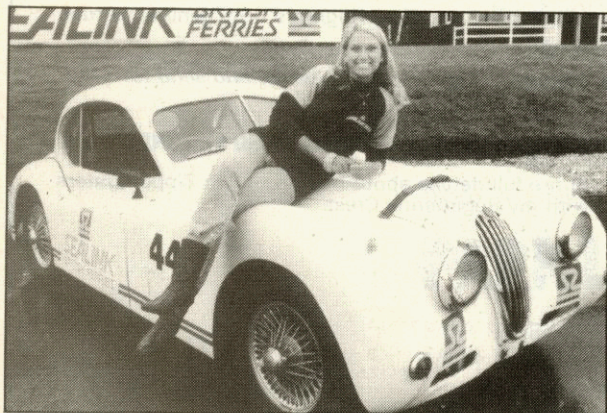
and Maj Peter Everingham, based at Rheindahlen, BAOR.

Maj Birrell, who has been racing since 1969 and who is a Formula Three veteran, drives the UK-based car, a 3.8 litre, six-cylinder Jaguar XK 140 developing 300bhp and a top speed of 155mph.

Major Everingham has been racing since 1972 and, two years ago, was third overall in the Benelux Historic championship, gaining four outright wins and five class wins along the way. He drives the 1954, Turner Stilleto Sports with a 130mph top speed.

On the eve of her departure for Jersey, Anneke was taken for a spin in the 1954 Jag by Maj Birrell, muttering on entry to the vehicle: "Please, be gentle with me, Bob."

Alighting from the Jaguar after a lightning lap, the beaming Miss Rice said: "Fantastic. I must get myself one for shopping in London. The engine sounds lovely."



Action girl Anneke and the 155mph Jag

Maj Bob Birrell shows Anneke Rice the layout of the historic Jaguar XK 140

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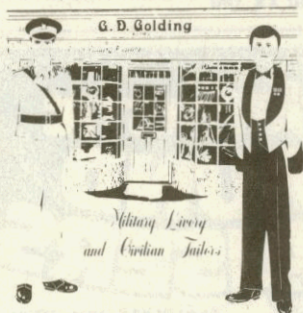
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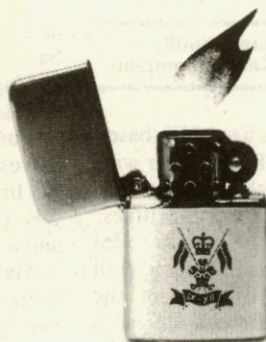
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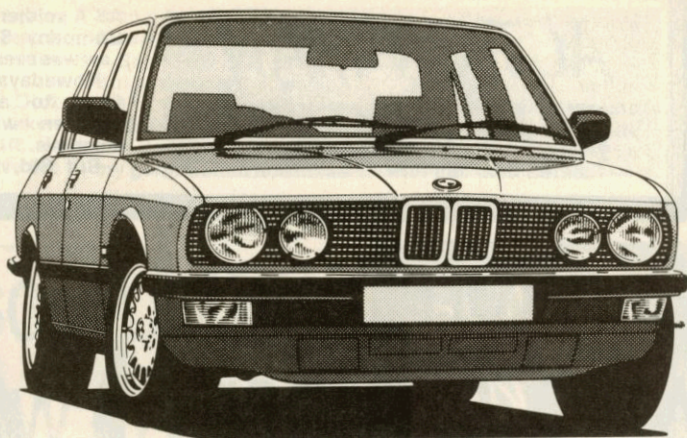
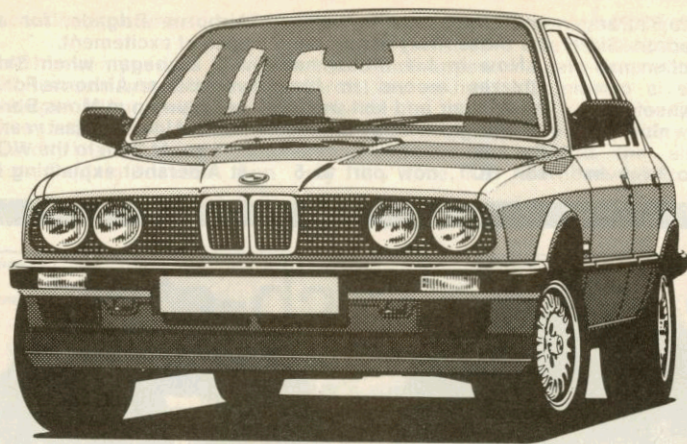
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ACTION MAN FLIES AGAIN

AS A soldier with 63 Para Company Squadron Sid Law was a real action man. Nowadays he is confined to a wheelchair stricken with multiple sclerosis. But Sid, who lives in

Hertfordshire, still yearns for those Army days. Now in his fifties, he whizzes around in his wheelchair and last week he was given a day out by the soldiers of 63 Squadron RCT, now part of 5

Airborne Brigade, for a spell of excitement. It all began when Sid attended an Airborne Forces reunion at Mons Barracks, Aldershot, last year. "I wrote then to the WO at Aldershot explaining I

was confined to a wheelchair. "I told him of my service with 63 Para and asked if I could be put in touch with my old comrades. "Next day I had a phone call from Captain Russell

of 63 Sqn who sent a car for Jane and myself (his wife is also handicapped with arthritis) and we had a wonderful day. Now Sid has had a second day out with 63 Sqn only this time he

managed to get airborne in a Hercules and to watch a para-drop over Hankley Common. Thanks to SSM Dick Crowley, Sid was taken aboard the aircraft at Farnborough to relive the

magic he experienced all those years ago. Said Sid: "I've jumped out of aeroplanes, walked along the tops of greenhouses, but now the best I can do is sit on a stool in my garden shed and make

raffle prizes and tombola drums for the Multiple Sclerosis Association." The one-time action man who suddenly found himself grounded said he had one wish — to fly again with the "Red Berets."

Krypton team want another

£22,000

IN SIX years Bury Fusilier Association's Krypton Committee have raised more than £78,000 for charities. Now they're looking to add a further £22,000 to make their grand seven-year total £100,000.

Run over the authentic Krypton assault course at Holcombe Moor Training Centre near Bury, the competition is for teams of four entrants.

There are 16 cups and trophies to be won and the dates are August 23, 24, 25 — the three days of the August bank holiday.

This year the main charities to benefit will be the Royal Manchester Children's Hospital Research Foundation, Pendlebury; the Army Benevolent Fund and the Fusilier Aid Society, the special charity for The Royal

Regiment of Fusiliers including the Lancashire Fusiliers.

In addition, Help the Aged Lifeline appeal and Speak-easy, a local club, have been nominated. The team with the highest sponsorship can win £1,000 for their own favourite registered charity.

Said committee chairman, Dennis Laverick: "Krypton is a wonderful way to help others and enjoy doing it, too. Make sure you book your team to come this year. Have some fun and know that you are playing your part to take us into six figures of help."

For more details ring (daytime) 061 829 1433; (evenings) 061 761 6881 or forms can be collected from the Fusilier Club, Wellington Barracks, Bolton Road, Bury.

Latest VIP

Latest VIP to visit the Argyll and Sutherland Highlanders is the Rt Rev Professor Robert Craig, Moderator of the General Assembly, Church of Scotland. A wartime chaplain, he served with the 59th Division, the Royal Scots, Royal Scots Fusiliers and the KOSB — the battalion in which his son, John, now serves.

THAT'S MY BOY!

When your dear old Dad is also your colour sergeant major, you make very sure your kit is immaculate! That's what Fus Hefyn Hughes discovered when 100 Territorial soldiers from 3rd Battalion The Royal Welch Fusiliers flew to Gibraltar for Exercise Marble Tor. Dad is CSM John Hughes.



All keyed up for promotion

The huge bunch of iron keys SSgt Michael Borg is clutching are the keys to Gibraltar.

He's the Port Sergeant and the official gate locker on the Rock. But for Michael, a regular with the Gibraltar Regiment, they are also the keys to success.

For he has now been promoted to warrant officer which opens up still wider horizons for the man most closely linked to the Ceremony of the Keys.

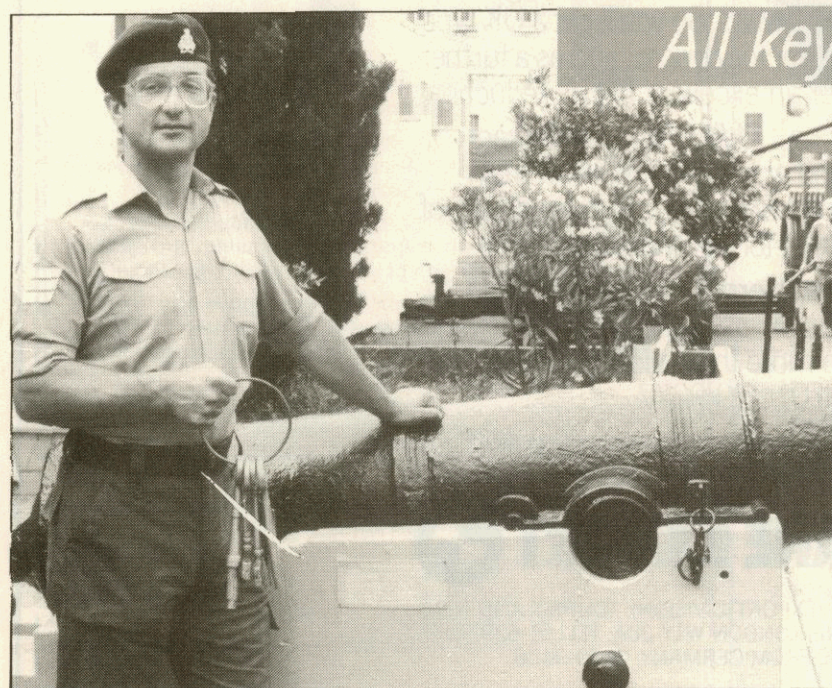
A tradition which takes

place about six times a year, it dates back to the capture of the Rock in 1704 and symbolises possession of the fortress by Britain.

A comparative newcomer, Michael has been with his regiment for 16 years and held the post of Port Sergeant for just a year. But when the keys were paraded to celebrate the Queen's official birthday, a deputy intoned the time-honoured phrase: "...leave to secure the fortress, Sir?" — Michael was having a day off!

Calling the ATS

Remember the ATS? They were the forerunners of the WRAC. Now former member Mollie Hill is trying to contact ex-ATS to recruit them for an ATS-only dinner club. If you qualify and are interested, write to her at: Savile House, Beaconsfield Road, Farnham Royal, Bucks, SL3BW. Telephone: Farnham Common 4159.



SSGT MICHAEL BORG: the keys to success and the Rock

Razzle-dazzle Kim scorches show rivals

THE RAF gatecrashed this year's sun-drenched Rhine Army Summer Show in the delightful shape of 22-year-old Kim Evans, wife of SAC Doug Evans of RAF Bruggen.

Kim won the Carlsberg Miss BAOR 1986 final and plans to use her DM1,600 prize money to take her and husband Doug on a holiday to Greece.

General recalls history

The only Canadian general to command a Rhine Army division, General Jean-Victor Allard, returned to his old stamping ground at Herford, West Germany, the home of the 4th Armoured Division, which he headed 25 years ago. General Allard, 72, was there at the invitation of Lahr-based 1st Battalion The Royal 22nd Regiment (Canadian Forces) in his capacity as Colonel Commandant.

Known as 'J-V' to his many close friends, he fought with distinction in the Second World War being awarded a DSO and two bars.

Just lately he added another gem to a long glittering career by becoming a popular author.

But Kim wasn't the only sizzler on show at Bad Lippspringe, near Paderborn. The weather did its bit by producing a real scorcher of an occasion.

The result was a record crowd of 110,000 during the three days — almost double last year's rain-drenched attendance figures.

Despite the increase in crowd size, the 1986 show had to make do with about half the number of supporting soldiers it had last year.

This was in keeping with recent directives about the employment of soldiers on non-military duties.

Show planners and organisers were from Paderborn Garrison and 33 Armoured Brigade.

Mark's a Superstar

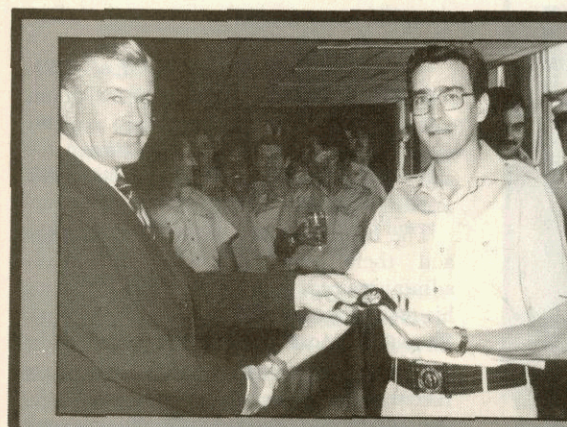
LCpl Mark Tout, 2 Royal Tank Regiment, won the 1986 Townsend Thoresen BAOR Superstar Challenge at the Rhine Army Summer Show. Now it is hoped to introduce the event to the Royal Tournament.



KIM EVANS: interview time followed by a Greek holiday

Words winner

The winner of our Winning Words competition was Mr E Beacom of Churchdown Glos. A fiver is on its way to him for his captions for the picture showing Major Gerry O'Hara and Major Jim Steele in mid-air over the Joint Service Parachute Centre at Netheravon.



PEOPLE

Clive clicks for ancient honour

Look closely at the badge WO1 Clive Oldfield is receiving from Chief of Staff Hong Kong, Brigadier Ian Christie, for there are less than 30 around in the whole of the Army.

It's the badge of Conductor, Royal Ordnance, a prestigious appointment

dating back to 1327.

Now Clive, already a holder of the BEM and superintending clerk at HQ British Forces at the Far East base, has joined the ranks of one of the most exclusive sections of NCOs in the Army.

Water-star Liz laps up PT at APTC

When she fractured her sternum, a wrist, three ribs and punctured a lung, water-ski star Liz Hobbs knew the only way back to fitness was by concentrating on hard work under the eye of experts.

So she asked the Army School of Physical

Training at Aldershot for their help.

Now Liz is well on the way to peak fitness thanks to the expertise of WO2 Eddie Boytler.

Liz now has her sights set firmly on regaining the British national title and the European speed championship.

HOLIDAY WIN FOR KIM

Mini champs

For months 521 Company Royal Pioneers, based at Bicester, have been blazing away in the Army Rifle Association's Tickel shoot contest.

Now they have been declared the winners of this minor units championship. With their win they have also collected £259 in prize money. This is the second consecutive year they have won the title.

Cheshires march on!

WITHOUT DOUBT, their boots were made for marching — through eight county towns! For men of the 1st Battalion, The 22nd (Cheshire) Regiment returned to their home county to exercise the traditional right to march “with colours flying, bayonets fixed and drums beating” through the eight communities in Cheshire and the Wirral.

The Cheshires also marched, without full ceremony, through two towns to which the regiment does not hold the right of entry.

During a full week of spectacle and pageant the regiment received the Freedom of two boroughs, adding to the four that it already holds.

The two new boroughs were those of Crewe and Nantwich and Ellesmere Port and Neston.

After this, the Cheshires marched through Birkenhead and Runcorn, Macclesfield, Stockport and Northwich and then Chester.

Currently based at Caterham, Surrey, for a two-year tour of ceremonial duties in London the battalion, unusually for a Regiment of the Line, has been issued with a full complement of No 1 Dress Blue ceremonial uniform.

The week of ceremonial duties marked the battalion's first return in strength to Cheshire since completion of its two-year tour in Hong Kong which ended in February.

The Battalion gets a break from public duties later this year when it moves to Belize for a six-month operational tour.

In 1988 it will move to the new Dale Barracks, Chester, to prepare for the regiment's Tercentenary Year in 1989. It will be the first time a regular battalion of the regiment has ever been stationed within the county boundaries.

THAT'S SMOO LIKE IT ...

A MERSEYSIDE Territorial Army engineering unit has completed a project to make one of Scotland's best-known tourist attractions more accessible to the thousands who visit it each year.

More than 100 men from Birkenhead-based 107 Field Squadron Royal Engineers TA constructed a sturdy bridge across the dangerous sink-hole above Smoo Cave near Cape Wrath, laid a series of stepping blocks across a stream flowing from the outer cave, and built a viewing platform from which visitors can see the inner cave safely for the first time.

In addition, the part-time soldiers cut steps down the steep access track leading to the giant limestone pothole and set up another viewing platform above a cliff overlooking the pothole.



THE NEW SA80 rifle was used on public duty for the first time when 42 Commando Royal Marines marched into Buckingham Palace forecourt on June 17 for the guard mounting ceremony. They were taking over from the Scots Guards. Until today (July 14) the Royal Marines have been alternating the ceremonial guard at Buckingham Palace, St James Palace and the Tower of London with the Scots and Irish Guards.

Soldier sailors meet the Pope

TWO MEN from The Royal Regiment of Wales met the Pope in the Vatican — thanks to the Royal Navy.

Privates Leslie Ivins and Michael Williams were among a party of 13 from IRRW who flew to Cyprus for a spot of inter-Service liaison with the Navy, and in particular with the guided missile destroyer HMS Cardiff, then returning from a deployment in the Gulf.

They joined the warship for passage to Naples, from where they visited Pompei, Vesuvius and Rome. A tour of the Vatican was arranged by the ship's padre, Father Paul, and culminated in a 20 minute audience with the Pope for the party from HMS Cardiff.

The soldiers returned to Portsmouth on board the ship after a brief stop at Gibraltar.

● SEVENTEEN officers from the Light Division Depot at Winchester raised £1,000 for Hampshire County Hospital's scanner appeal by running 20 miles.

TAs star on patrol

TA MEN from the 4th Battalion, The King's Own Royal Border Regiment, took first place among the visiting teams in the guest team section of the 13th German military patrol competition held near Ellwangen.

Also taking part were teams from BAOR regular Army units, French and American regular battalions and other British TA units.

The competition comprised a 210-kilometre circuit taken at speed with stands along the route to test the teams to the full in a range of military skills.

Skills such as making a strip map, AFV recognition, distance judging, shooting, an assault course, grenade throwing, a speed march, watermanship, vehicle maintenance and wheel-changing, navigation and a river assault crossing.

The team achieved seven first placings and their lowest was fourth. Team administrator was WO2 Ray McHugh and his team mates were Sgt Burgess and Cpls Shepherd, Mossop and McCluskey.

CSgt Hutton was awarded the bronze medal of merit for his contribution to the friendship and liaison with the German reserve forces.

Sandhurst to concentrate on military skills

OFFICER training at the Royal Military Academy Sandhurst has attempted to fit too much into too short a time, with the result that Standard Military Course students at Sandhurst were inadequately trained as leaders and left the college with only superficial military knowledge.

This is one of the main conclusions of a study led by Maj Gen CJ Rougier, the Engineer-in-Chief, which has just published its findings.

As a result, the present Standard Military Course is to be extended by an additional 14-week term from September next year.

In his briefing on the report, Gen Rougier said that there had been concern for some years that officer training at Sandhurst was too intense. Would-be officers were under such pressure that they could not even find time to read newspapers.

Even so, they left Sandhurst inadequately equipped for their role in units. Now a third team is to be added to the present two-term Standard Military Course.

Academic content in both the Standard Graduate Course and WRAC officer training is to be slashed to a bare minimum to provide more time for military subjects. The graduate course is to remain at 28 weeks, while the WRAC course is to be lengthened by three weeks to 28 weeks.

Gen Rougier's report also recommends specific training for senior officers earmarked for key appointments.

It has long been recognised that unlike many other armies, the British Army does not provide formal training for senior commanders.

A Higher Command and Staff Course is to be introduced in January 1988 to prepare selected officers for command of field formations, and for senior operational staff appointments in national and international headquarters.

The course will last for 12 weeks and will be held once a year at Camberley. Attendance will be limited to 16 British Army officers and a small representation of Royal Air Force and Nato officers.

The Review of Army Officer Training (ROTE) also recommends the closure of the Military Technology Department at Sandhurst and the concentration of technology training at the Royal Military College of Science at Shrivenham. This is to be implemented in August.

● **THE BAND** of the Queen's Own Highlanders and the pipes and drums of the 1st Bn The Black Watch (Royal Highland Regiment) took part in Beating Retreat by massed bands of the Armed Services in Scotland in honour of the Queen's 60th birthday.

Lancers win top recce cup

A TEAM from the 9th/12th Royal Lancers (pictured right) has taken first overall placing in the German Army recce competition, the Boeselager Cup, in a gruelling five-day competition. They notched up 39,150 points which was 3,450 more than their nearest rivals, a German team which has won the contest for the past three years.

In all, 22 teams took part in eight stations — an armoured recce patrol, enemy identification, an assault march, shooting, swimming, driving, heliborne recce and a night march.

This year's result was the best ever achieved by a British Army team. A team from the 13th/18th Royal Hussars (Queen Mary's Own) took fourth overall placing.

This competition is held every year by the German Army in memory of Oberst von Boeselager whose 3rd Cavalry Brigade achieved brilliant



success against the Russians in the Second World War. It is designed to keep alive the art of reconnaissance in Nato by blending classical cavalry skills with modern technology.

Malcolm walks it!

THUMBS UP for Sgt Maj Malcolm Barnish after he had smashed the world record for walking from Lands

End to John O'Groats. Malcolm completed the 860-mile marathon on June 21 in 12 days four hours and 43 minutes, knocking nearly 17 hours off the previous best time.

Malcolm, already the holder of the world endurance walking record, was supported by 26 colleagues from the Dortmund-based 19th Fd Rgt Royal Artillery, who provided motorcycle outriders, cooks, and support vehicles.

The record attempt was sponsored by Allied-Lyons plc and is expected to raise more than £10,000 for Age Concern.

D RECORD WALK
T JUNE 1986

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SHETLAND



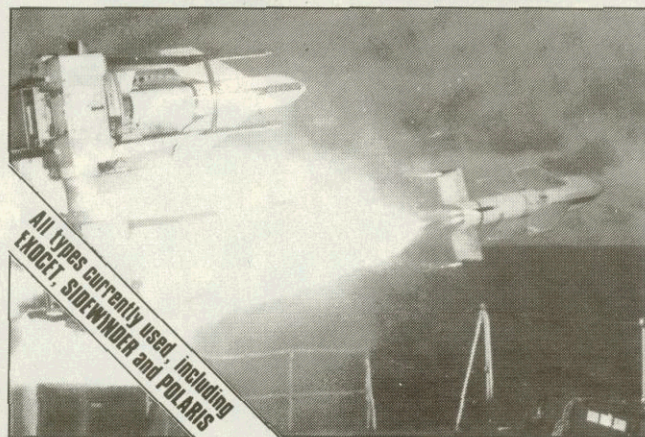
Coq-a-hoop Welshmen

THIRTY soldiers from 1st Bn The Royal Regiment of Wales have just completed the French Army's tough commando course at Pont-Sant-Vincent — and they did it in style.

A series of tests during the three-week course pitted the British soldiers against their French counterparts, and the Brits won by a mile. Cpl Brian Evans received the award for the top section, 2nd Lt Graeme Hammond the award for the top platoon, and the Welshmen ended up by winning all the competitions.

The commando school, south-east of Paris, is based on an 1860 hill fort which features 300ft drops on three sides, much used in "confidence" tests.

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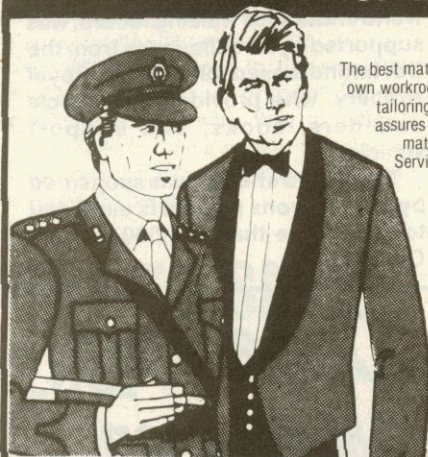
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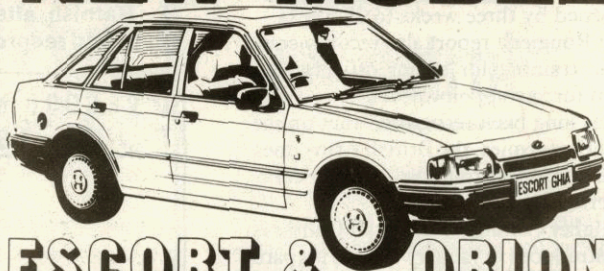
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SOLDIER to Soldier

The American Army is reported to be putting a smoking ban on all military buildings and work areas.

The "No smoking" order has been introduced because statistics show that American soldiers are greater users of the dreaded weed on average than other citizens of the States.

Some one third of Americans smoke, but in the Army more than



50 per cent are persistent puffers.

The ban has brought criticism, as might be expected, from the tobacco industry and its supporters, but the "stop smoking" lobby has welcomed it.

The US Army says that smoking "harms readiness by impairing physical fitness and by increasing illness and absenteeism".

The smoking habit is not such a problem among British soldiers. As SOLDIER reported (April 21), during the past few years the rate of smoking among soldiers has decreased steadily and is now about the same as the civilian rate.

★ ★ ★

Also from the United States Army comes the "designated driver program(me)", aimed at countering another social (or anti-social) problem — drinking.

When groups of Servicemen enter an army club — whether for officers, NCOs or enlisted men — they are greeted by servers wearing buttons which invite "Ask me about our designated driver program".

If they ask, they are told that if one person in the group volunteers not to take alcoholic drink during

Views expressed in SOLDIER are not necessarily those of the Army or the Ministry of Defence.

the evening, and wears an identification button to that effect, he (or she) can receive free non-alcoholic drinks for the evening.

So people who stay off the booze get their drinks free, drive their friends home at the end of the evening and prevent deaths and injuries from drink affected driving.

According to a report in SOLDIER's American counterpart, SOLDIERS, the scheme is being introduced armywide.

And it's good news for those who are teetotal. The army is quite willing to give them free soft drinks if they are the volunteers. The benefits outweigh any money it costs, it is argued.

Makes sense.

★ ★ ★

A football is one of the exhibits on view at the Imperial War Museum in London.

Nothing to do with the World Cup this one, and a lot older than those which have been booted round the football fields of Mexico in recent weeks.

This football was kicked over the top of the trenches on the gory battlefield of the Somme by one Captain W Nevill of the East Surrey Regiment, who used it as an encouragement to his men to go forward and attack the enemy.

The exhibition is mounted to commemorate the 70th anniversary of that horrific battle during the middle of the First World War.

It also includes a German machine gun captured during the battle, a trench sign from the Somme, a memorandum written by the British Commander-in-Chief General Sir Douglas Haig, and a diary kept by a soldier of The Cheshire Regiment in which he describes the fighting.

★ ★ ★

Relics of the Battle of the Somme are still being turned up in the cultivated fields of northern France and Belgium — including bones.

On another battlefield of more recent vintage but far from the cockpit of Europe, relics of another war are to be left alone — at least for the time being.

Four years after the fighting which brought the Falklands back to British possession, the MoD has decided to abandon for now efforts to clear all the mines which were laid during the conflict.

The boffins have been trying to find some means by which mines made of plastic, and consequently not detectable by normal means, can be found and cleared.

But, Secretary of State Mr George Younger told the Commons, there would still be a long time in terms of time and money before the Army could be given a practical, reliable and suitable solution.

Millions of pounds have already been spent looking for the solution, another £20 million might have to be spent to develop the solution and produce it.

Should there be further technological developments which might contribute to a solution, MoD will give them consideration. In the meantime, there will continue to be stringent safety precautions and the Royal Engineers will keep the minefields securely fenced off and marked.

★ ★ ★

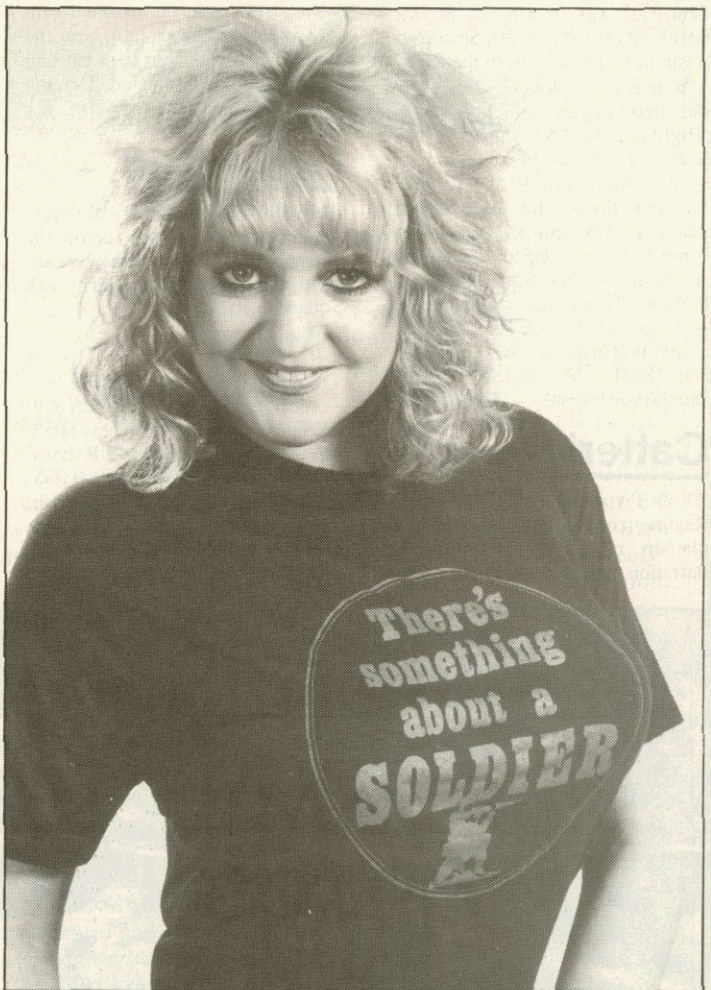
The new SA80 rifle has, one might say, been given the royal blessing.

It has arrived on public duties outside Buckingham Palace, but not without at least one Fleet Street writer casting a humorous eye over its 2ft 7in length.

Wrote John Keegan, defence correspondent of the Daily Telegraph. "It looks like something which soldiers don't quite know where to put. They have tried it almost every way. They have tried cradling it, cuddling it, hanging it round their necks, tucking it under one arm. Nothing looked quite right."

When it made its debut at the Palace, it was not cradled, cuddled, hung or tucked by soldiers, but by Royal Marines. Simple explanation say the MoD: "It was their turn."

Fortunately, although it does cause some difficulties on parade, as the Royal Marines would no doubt admit, when it's being fired it doesn't really matter whether it looks right — it certainly fires right!



You don't have to be a shapely blonde — although it helps — to say "There's something about a SOLDIER."

SOLDIER sweatshirts and T-shirts come in sizes to fit anyone, from a heavily built Para to a young child — and even a heavily built blonde!

They are available in navy blue overprinted in red.

T-shirts are in small, medium and large sizes and cost £3.60 including postage.

Sweatshirts are in children's sizes 24, 26, 28 and 30 at £6.50 each, and in adult sizes small, medium and large at £7.50 each. Postage and packing are included in the price.

Send your cheque or Postal Order made payable to Command Cashier UKLF to SOLDIER, Ordnance Road, Aldershot, Hants, GU11 2DU, stating the size and quantity required.

ON THE ROAD



Sgt Stephen Thompson (left) and Fus Stephen Wylie, winners of the Southern Command Driving Championship Cup at Catterick

Scotland

EXERCISE HARD DRIVE '86, the fourth British Army Motoring Association night navigation exercise in Scotland, was dominated by the Royal Corps of Transport. Seven out of the 12 trophies went to the RCT.

Winners were: *Kenning Trophy* for the best expert vehicle — 239 (Highland) Arty Sp Sqn RCT (V). *Bedford Trophy* for best expert team — 212 Amb Sqn RCT (V). *HQ Scotland Trophy* for 2nd Novice Team — 225 Sqn RCT (V). *TA Driving Championship* for best beginner team — 251 Sqn RCT (V). *Standard Trophy* 2nd beginner team — 1 Sqn RCT; *ROSPA Challenge Trophy* best highway code team — 222 Sqn RCT (V). *RASC driving championship trophy* — 15 Sqn RCT.

Catterick

TWO TA members of The Royal Regiment of Fusiliers, from the MT platoon of the 6th (Volunteer) Battalion based at Alnwick, Nor-

thumberland, took fourth overall place in an Army driving competition held at Catterick.

Sgt Steve Thompson, a computer programmer and Fusilier Steve Wylie, a mechanic, the two-man team in a four-tonne truck, also won the Best Infantry Vehicle class earning the Southern Command Driving Championship cup.

Leconfield

THE United Kingdom Land Forces road safety competition 1986 at the Army School of Mechanical Transport, Leconfield, was won by 232 Squadron RCT (V).

Winners were:
Road safety theory — Driver Training Wing, ASMT. *Road drive* — (best driver) Cpl Watts, 224 Sqn RCT (V). *Skills test* — (best HGV driver) Cpl Thompson, 4 R Irish. *Overall individual* — (Best HGV driver) Cpl Thompson, 4 R Irish; (best Land-Rover driver) Cpl Smith, Dvr Trg Wg, ASMT. *Team trophy* — 232 Sqn RCT (V).

Missile Lynx on the prowl

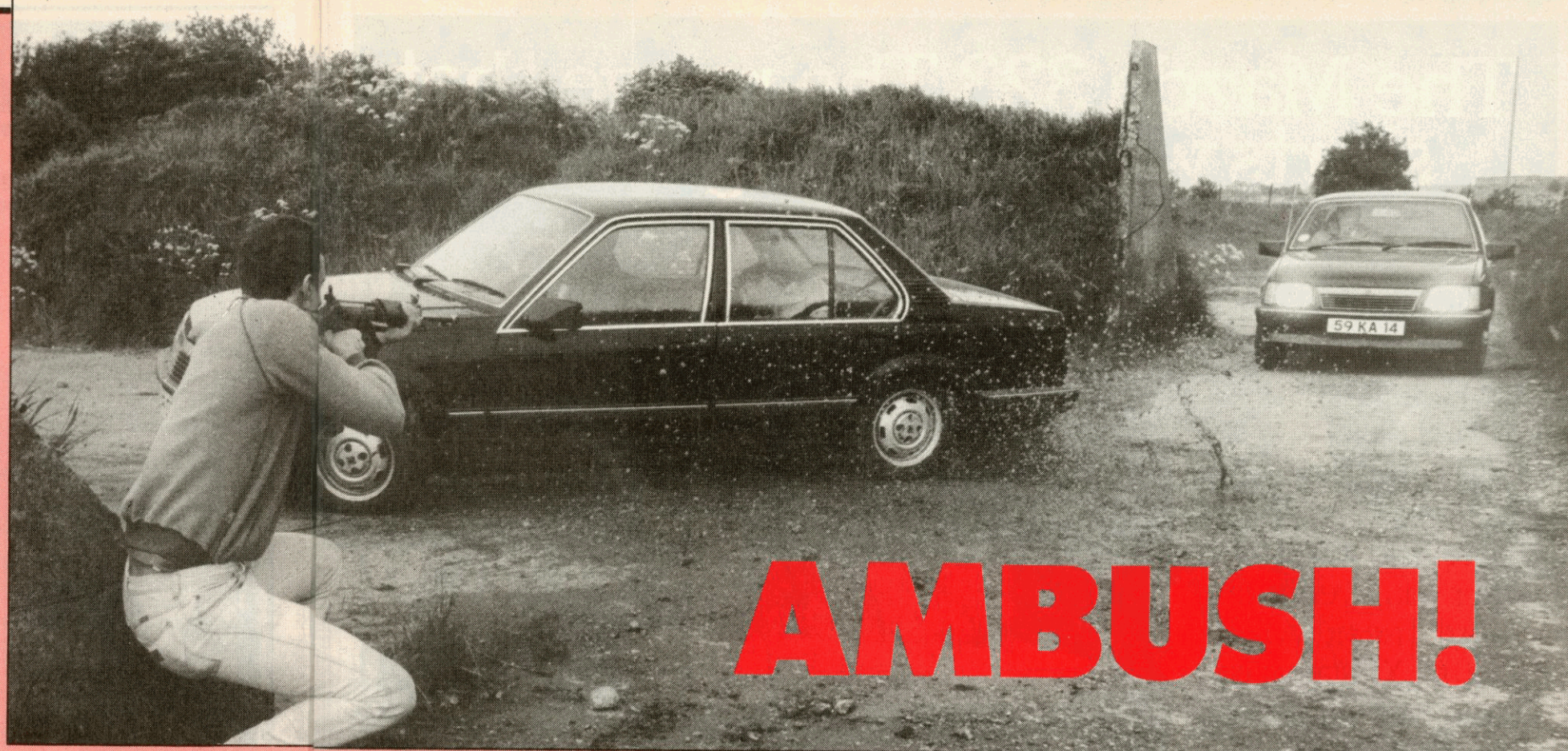
COMMANDERS and staff from the 4th Armoured Division, BAOR, literally tightened their belts during a tactical helicopter training session involving HELARM — TOW missile-toting Lynx helicopters.

Providing the exhilarating flying platforms for the demo were Lynx helicopters from 659 Squadron, Army Air Corps.

Meanwhile, a pair of tank-busting A10s of American designation delivered a devastating air strike on a "crippled tank company" as the Lynx helos stealthily crept into fire position.

Radio use was kept to a minimum. A fast, well-co-ordinated attack was mounted before Lynx re-deployment to a Rearming Point.

Our picture below shows a carefully concealed Lynx from 659 Squadron hovering in ambush, awaiting the order to fire its deadly TOW missiles.



The trap is sprung ... But at Leconfield they teach the driver to evade the threat and put the VIP passenger first

BODIE AND DOYLE, those two likeable tough guys from TV's *The Professionals*, could try the Army if they ever need to brush up their techniques for high-speed car chases and the evasion of sniper fire.

Certainly, C15 boss George Cowley would feel secure in the back seat of this gravel-spraying Q car as strong, sinewy hands take avoiding action with skilled steering wheel swivels.

For specialised staff car training and close protection work is carried out for the Army by a Humberside unit, B Division, of the Army School of Mechanical Transport (ASMT) at Leconfield, Yorkshire.

As *SOLDIER* Magazine quickly found during a stomach-churning ride — with writer Pete Brown playing the part of a VIP passenger — there is far more to the art of instruction than just putting a burnish on the bonnet or throwing up a smart salute while opening a door.

At all times, he found, the well-being of the VIP passenger comes first.

It is no longer just a case of checking vehicles for explosives or booby traps left overnight on an unattended vehicle. Evasive driving is

How the Army's drivers learn to beat the terrorist threat ...

now par for the course as the terrorist threat increases.

Staff cars may be followed. Official transport may be ambushed.

The men of B Division take their work and role in life — the protection of VIP life — seriously. Very seriously.

So it was that Pete Brown and photographer Terry Champion found themselves on both ends of an exciting episode. One, a self-confessed "nervous passenger"; the other, ready to capture the thrill of the chase on celluloid.

Venue for the hair-raising sortie was at the far end of the airfield — Leconfield is a former RAF station and still houses a helicopter Search and Rescue Flight.

In particular, the location was at the bomb dump site, which boasts high, steep grassy sides and narrow passages.

Nearby was a skid-pan liberally sprayed with mud, loose stones and gravel.

Strapped in the back of the staff car with nowhere else to go at high speed, Pete Brown recalled later: "The whole area looked claustrophobic and certainly not the place to take a Cavalier staff car ... even at slow speed."

His driver, Mike Denness, a civilian driving instructor and supervisor of the Staff Car Troop was soon to prove his fears unwarranted.

Eased into the back seat of the comfortable Cavalier, Brown found the briefing short and to the point.

They would be followed. Evasive action would be taken. The VIP would be yelled instructions but would get a commentary on what was happening.

They moved out ... gently. Instructor Denness, glancing in his rear mirror, told his attentive passenger: "Awareness shows that we have

picked up a surveillance car."

A sharp, right-hand turn was executed to confirm the theory. Brown glanced out of the rear window and saw it for himself. Another Cavalier.

For demo purposes, its headlights were full on. There was no mistake!

The driver said, politely: "We have a vehicle trailing us to the rear, sir. Get down, sir."

The Cavalier mustered more horsepower and surged forward. It was heading straight for the narrow trackways of the old bomb dump.

Driver Denness wrenched the responsive car into what Brown thought was "an impossible left turn." The back end, in turn, swung right and then left.

It steadied under another accelerator-inspired invitation and shot between two steep grass banks.

"I am now trying to escape as quickly as I can," the driver told a blanching Brown. "Looking to the front. Ambush to the front!"

Ahead and slewed across the track in front of them, another Cavalier.

"Quickly ... stop," said Mike Denness hitting the brakes. "Get into reverse gear and back as quickly as possible."

Brown was in no frame of mind to argue the point. Just grateful.

They were out of a tricky situation. Or were they? "Surveillance vehicle behind. Shift into forward gear. Move at high speed," barked the chauffeur. "Keep down, sir."

And the news was to be come worse. "Suspect vehicle on the left. Terrorist attack. We now come round at high speed," said Brown's steely-nerved travelling companion.

The car and its occupants careered sideways along the skid-pan, straightened up and then hurtled down a narrow passageway flanked by two brick walls.

They cleared the passage and headed towards a steep bank. What now?

"Prepare to release your seat belt. We may have to abandon, but still keep down, sir," said the reassuring voice of driver Denness. "We are coming into an ambush."

The VIP for-the-day was committed. Two gunmen were spotted. The brakes were less than delicately applied. The car slid to a stop.

"Abandon! Abandon!" yelled Mike Denness.

Brown needed no second exhortation. "At the end of it all I can certainly appreciate that the interest of the VIP is paramount," he said.



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Above — SSgt Les Drawbridge. Right — Pte Richard Longstaff (RAMC) and CPO Paul Quanstrom test the swimming pool water

Giving Gib a clean bill of health

IF YOU HAVE smells in your sewer or Pharaohs in your furniture and you live in Crown property then Chief Petty Officer Paul Quanstrom, Royal Navy, and SSgt Les Drawbridge, RAMC, would like to know. Both are qualified Environmental Health Inspectors and between them, aided by two locally employed Pest Control Operatives, staff the Combined Services Health Department at Gibraltar.

Their department provides the same cover as a civilian local environmental department but is responsible for Crown lands and vessels in and around Gibraltar.

Apart from buildings and land, the department carries out checks on harbour, sea and coastline, where marine pollution can be a major problem.

Domestic refuse is disposed of in the Public Works Department incinerator and the ash dumped at sea. But a vast quantity of refuse has to be burned on open ground before being pushed into the sea. Sometimes the rubbish is not completely burned and ends up back on the beaches.

Garrison married quarters are very good by local standards but can have problems with pests, especially Pharaoh ants! These are extremely small and can be difficult to treat. The only certain cure is for the department's pest controllers to treat the infestation with a residual insecticide.

Mosquitoes in Gib. are not dangerous

because they do not carry disease — but that's no consolation when you are bitten by one. Health inspectors regularly monitor and treat breeding sites.

The Nuffield Trust swimming pool is another area of interest to the department. Daily bacteriological tests are carried out on the water to ensure that it meets EEC standards.

Even charwallahs working on Crown property do not escape the inspectors' attention! A check is made on their health and premises, and the food they sell is regularly scrutinised.

Occasionally the department has to deal with rat infestations, although they are not much of a problem.

A large proportion of the Health Department's work is reacting to complaints and in that respect their day to day work varies considerably.

Any Crown vessel visiting the Rock may ask for a visit from the inspectors, as indeed

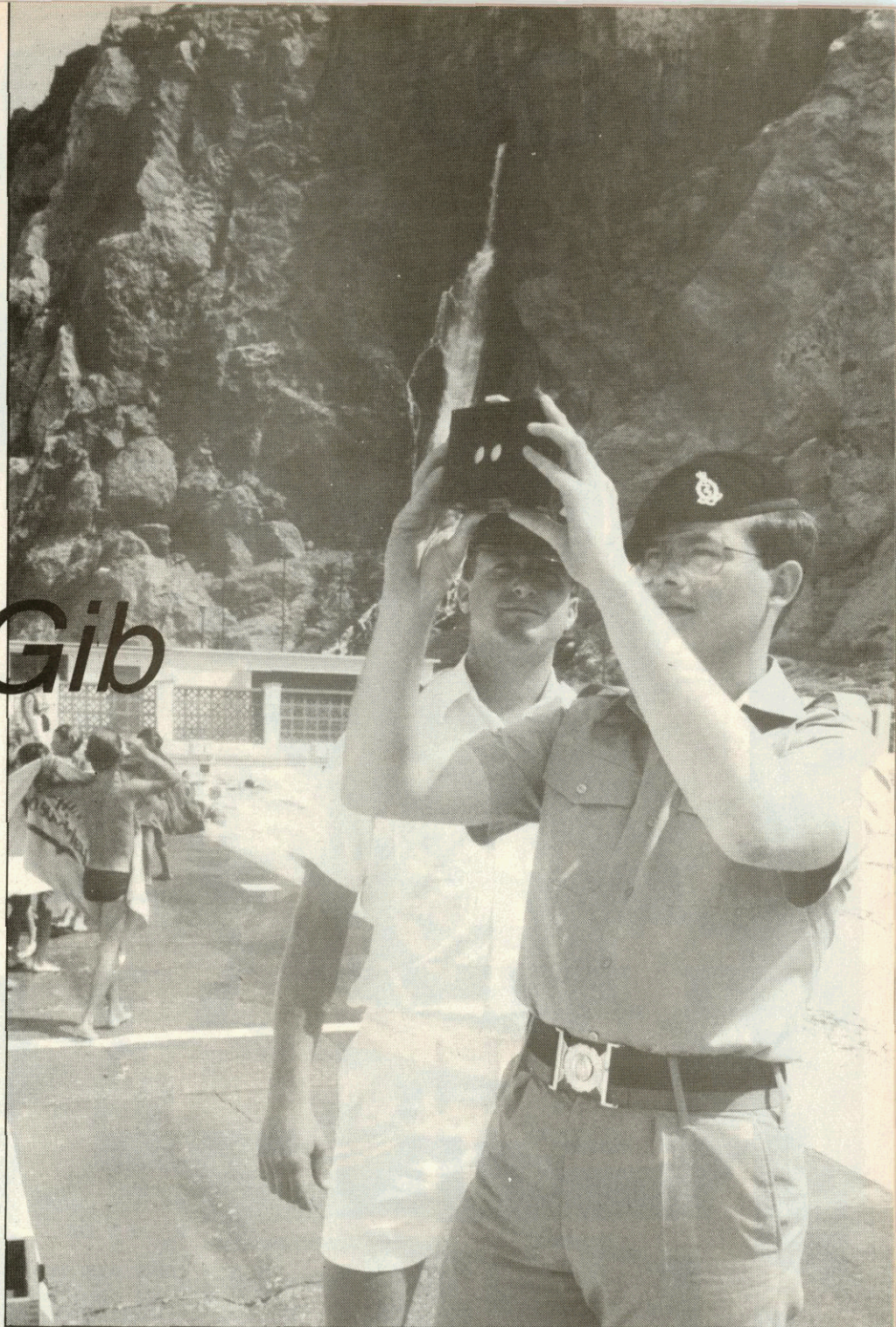
may foreign naval vessels. The department's last ship visit was to a Royal Navy vessel having problems with its sage and onion stuffing.

The stuffing, packed in four kilo sacks, had somehow become damp. Detective work by the two inspectors traced the fault to the UK manufacturers where something had gone amiss on the production line prior to packing.

In the warm climate of Gibraltar particular care has to be taken in defrosting food. At Christmas the inspectors issue notices reminding everyone that defrosting times given for, say, a frozen turkey are applicable to the UK. Left that long on the Rock the bird could go off.

That's something CPO Quanstrom and SSgt Drawbridge would rather not see happen ...

**Story: Pete Brown
Pictures: Terry Champion**



YOU NEED BOTTLE TO BE A DIVER!



How to become an Army diver: Just do the tests ...

A COMBINATION of mega-muscles and an ability to plough through water at a fast rate of knots does not necessarily make a good diver.

But submerge a would-be diver in 30 ft of water with instructions to "fill his face mask" and you soon sort the men from the boys in the tough world of Army divers.

This is just one of many tests designed to check the reactions of those taking the Royal Engineers diving course at *HMS Nelson*, Portsmouth.

It is here the REs train volunteers during a tough five-week course — providing they pass the initial two-day test run — to emerge as basic divers with an extra £1.55 a day for holding a specialist qualification.

Progress to advanced diver status means a daily bonus of £4.25, and to supervisor level £7.55 a day.

So what makes a diver take the plunge? Is it the money? The thrill of it all or just love of life underwater?

Said the CO of the school Lt Col Roger Mundy: "Divers tend to be better than average soldiers. They're always looking for that something extra... something that presents a challenge. Passing this course provides that need."

Selection for the course is all down to the psychology of the individual.

Just because a candidate can swim well and looks good in a "dry suit" does not mean he will make a good diver.

"The only way to find out a man's suitability is to put him through a series of tests," said the colonel. "Without these tests it's

impossible to select anyone for training.

"We've had tough guys from crack units say after trials: 'Sorry, I can't hack this game,' and leave the course. They just couldn't face it."

It is the L-diver's calm reaction to hazardous situations that signals acceptance by Col Mundy and his 30-strong staff.

Filling a face mask with water while submerged is just one of many tests designed to ferret out fears. "Some get so scared they try to tear the mask off, which leaves the wearer no better off," said the colonel.

He admitted it was a frightening experience. "It is at first, but it has to be endured as it can happen at any time underwater.

"Flappers are not what we require. There are ways to handle dangerous situations and everyone is taught what to do.

"But doing it under pressure — mentally and physically — is what counts in this business."

A lonely job at the best of times, often without air or radio links with the surface, it is the ability to master natural fear that goes a long way to making a good diver.

Former RE Capt Leslie Richmond, one-time chief diving instructor with the establishment and now a civilian administrator there, described diving for beginners as a "bit scary" to start with.

"It's like being in a totally black room in which you have been rotated three times. Result: complete disorientation. And if you touch something, wow! you wonder what the hell's going on."

Les trained at *HMS Vernon* in



... and come up smiling

1962 and spent 17 years as a full-time Army diver with the REs.

To give his students some live practice, Colonel Mundy does his

"help the local community" bit by gradually demolishing an old pier at nearby Stokes Bay.

Queen Victoria used it when travelling to the Isle of Wight. Now it's on its last legs and to help the local council clear the area, students from the school blow up a stanchion or two every now and again.

But divers aren't for ever. There comes a time when they have to call a halt, usually through age or the onset of a medical problem such as necrosis (brittle bones) although this is rare.

So far as the Army is concerned training stops at 35. "We don't train people over that age," said Col Mundy. "But we do allow trained divers to continue past this age if only to clock up their minimum 90 minutes diving a month to stay operational."

But what about equality of the

sexes? Did he ever see the day when the WRAC might provide Army divers?

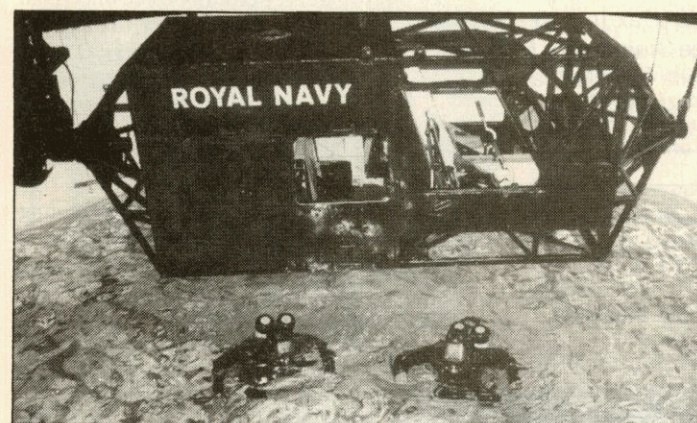
"The WRAC have no requirement to dive and that's why they aren't trained. Some of their young officers have taken part in familiarisation courses on diving, but anything beyond that is not likely," he said.

So far as trainee divers are concerned, he said, inhibition is definitely not an "in" word.

Any sign of shrinking or reluctance to carry out initial tasks could spell the end before donning even a pair of flippers.

"And they are vital," said the colonel, "as we don't even demand that a diver can swim. With those things on his feet he doesn't need to."

**Story: John Margetts
Pictures: Les Wiggs**



Two Royal Irish Rangers complete their escape from The Dunker, which is used for escape training for helicopter crews and passengers

Leading the way

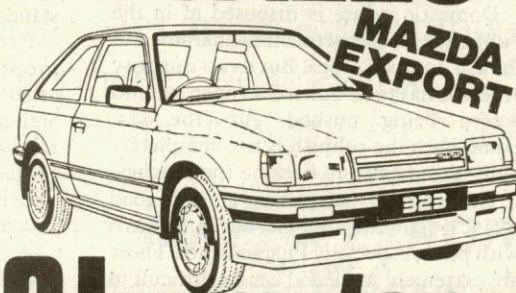
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The law and order brigade



Well in the public eye, PC Manuel Pitaluga on duty at the Convent, the Governor's official residence

IN 1943 two Spanish labourers crossed the border into Gibraltar. This was their normal routine. In common with other workers employed in the British Naval Dockyards who crossed from Spain daily they carried their lunch tins. What wasn't routine on this day was the contents of their tins.

Instead of sandwiches they carried bombs.

After inquiries by police the two men were arrested on a later crossing of the border, and a bomb was recovered from a cafe in Main Street. One of the men was charged with previously causing an explosion in the dockyard and the other of being in possession of a bomb. Both saboteurs were found guilty and sentenced to death.

A year earlier a sergeant and three constables had been killed when a bomb placed in a mail sack exploded in Tangier. The officers involved in both wartime incidents were from the Gibraltar Security Police.

In 1980 the force, which was first formed in 1938, took over the policing of the dockyard as well as the control of access and security in Gibraltar. For the first time since its formation, the force was policing all Ministry of Defence areas on a tri-Service basis. The then Governor General, Sir William Jackson, directed that the force be renamed the Gibraltar Services Police (GSP).

Today the men of the GSP are instantly recognised by their green and white checked cap bands and their badge, a crown and lion on a green backing.

With the reopening of the border, the strength of the force was increased to 145, with one superintendent, one chief inspector, three inspectors and the remainder sergeants and constables.

It is a statutory force of civilian police officers under the control of Fortress Headquarters, Gibraltar and is sponsored by Provost Marshal (Army) Ministry of Defence, giving it a permanent connection with the Royal Military Police.

Many of the force are young Gibraltarians but there are a number of ex-Servicemen who have married local girls and settled on the Rock.

Sgt John Mauger, training officer of GSP, joined the force in 1974 after service in Germany and Gibraltar as a bombardier in the Royal Artillery. He and his wife

Doris have a daughter Allison (6).

During his Army service in Gibraltar John, a keen sailor, founded the Army Watermanship Training Centre. He now trains recruits in police procedures and crime prevention and all the many ordinances relevant to their new duties.

The GSP works very closely with the civilian police force and also the RMP, the RAF police, and the Naval Regulating Staff. But there are not too many military personnel on the Rock these days.

Time has long since passed when the Rock was garrisoned by 25,000 troops and the Home and Mediterranean fleets could pack the harbour with ships and Main Street with matelots attempting to drink the Rock dry.

A small place like Gibraltar with a population of only 25,000 is not too difficult an area to police. Even so, the force is deployed to about 20 locations in one or two-man posts and a presence is maintained at the Convent, the Governor's official residence on Main Street, where GSP officers are on view to the many tourists now flooding across the border from Spain.

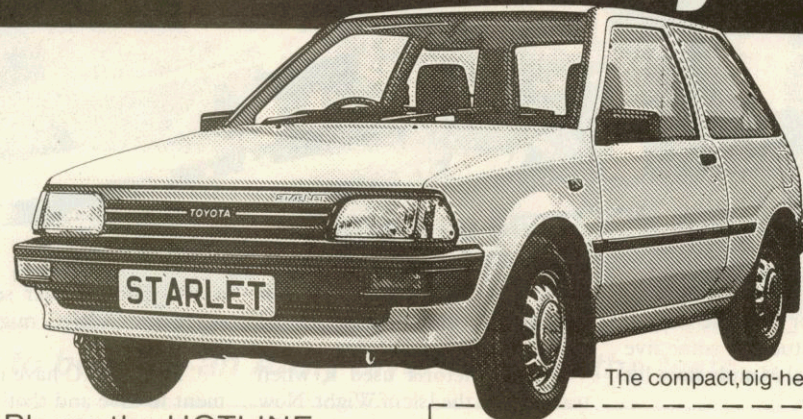
Words: Pete Brown

Pictures: Terry Champion



Above — Constable Andy Donaldson checks a visitor's ID card while on duty at Fortress Headquarters.

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TOYOTA

That's motoring

Mike puts the mockers on tunnel ghost

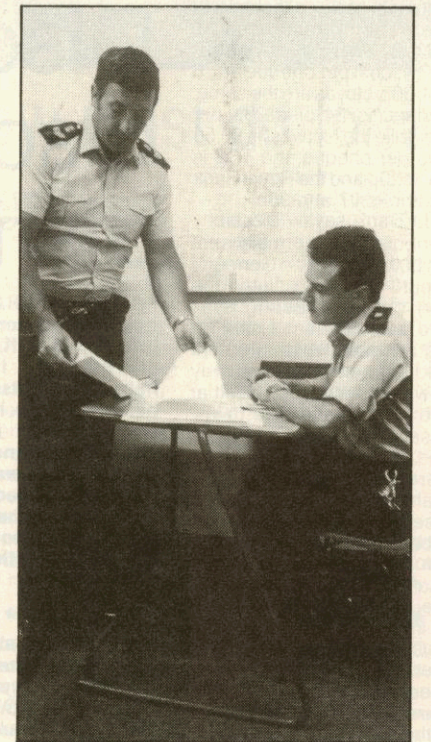


FROM its headquarters at Jew's Gate high on the Rock the GSP is currently commanded by Superintendent Mike Azopardi, who can trace his family history on Gibraltar back 200 years.

During the Second World War Mike was evacuated to the United Kingdom with hundreds of other children. The journey on a merchant ship took 15 days to Milford Haven and then a railway trip to London via Cardiff, both towns coming under enemy bombing attacks as Mike arrived. He chuckles as he recalls how much safer he would have been on the Rock.

As the GSP is responsible for the security of the 33 miles of tunnels in the Rock SOLDIER asked Mike if he believed in the ghost that is supposed to inhabit the tunnels.

He confirmed that there were stories of people seeing the ghost of an Australian wearing a slouch hat and walking a dog. Mike revealed that when he was a constable he once spent three days and nights on duty in the tunnels and had not seen a ghost of any nationality — with or without a dog.



Above — Sgt John Mauger, GSP's training officer, instructs a newly recruited constable

YOU WRITE . . .

Cash in on these money-saving tips

WE LIVE in Berlin and sent a sterling Eurocheque made out on our Berlin account to our Lloyds Bank account in England. When the money was credited to our account a charge of £6.37 was deducted.

When we queried this, the bank said this was the standard charge, but if the cheque had been made out in DM, the charge would only have been £3.

I feel I am being penalised for paying money into my own account.

— SGT B.

■ From June 1 UK banks' commission on cheques used abroad went up from 1.25 to 1.6 per cent. In other words for every £100 you cash in local currency or buy goods in a shop to that value, you now pay £1.60 compared with £1.15 previously.

On top of this commission, which goes to the foreign bank accepting the cheque, British banks also make a charge for each cheque used (see the charge table below).

While Eurocheques are extremely convenient they are quite costly, especially for those who don't write many cheques.

And if a customer writes only four cheques a year for the equivalent of £100 each, they could find themselves paying £2.90 a time when commission, handling charges and the annual card fee are all taken into account.

Charges: Barclays, annual charge £4, cost per cheque at 1.6 per cent, 30p; Lloyds are the same; the Midland is £4 plus 28p per cheque while the Natwest is £3.50 and 29p per cheque; the TSB is £3.50 and 30p and the Royal Bank of Scotland is £7 and 28p.

■ Lloyds Bank says: "Deutschmark cheques are normally sent by us in bulk to a bank in Germany for input by them into the German cheque clearing system. No such system exists for sterling cheques which are sent direct to the bank on which they are drawn with instructions for that bank to make payments to us. Because each cheque has to be handled on an individual basis, costs are high. It is doubtful if the £6 charge actually covers the expense incurred."

The bank also offers this handy list of dos and don'ts.

Q. Should all cheques be written in Deutschmarks when being paid into a UK bank?

A. No. Cheques should only be written in Deutschmarks when a specific amount of marks is required, that is when transferring the balance of an account or when settling a bill expressed in marks.

Q. Do businesses in Britain have to pay £6 bank charges when accepting Eurocheques?

A. Yes, but only where the cheque does not qualify to be treated as a uniform Eurocheque. Remember though, £6 is a

minimum charge.

Q. If you cash a Eurocheque on an English bank there is no charge, but administration costs must be the same, why?

A. No charge is taken at the time of use. The charge is taken when the cheque reaches the bank where it is payable. This only applies where cheques are used "cross-border." Eurocheques used in the UK and payable in the UK are treated as if they are ordinary UK cheques.

Q. Should Service families write all Eurocheques in Deutschmarks and should all Eurocheques they receive to pay into a UK bank be made out in Deutschmarks?

A. No. Eurocheques should be written in the currency of the country in which they are to be used. Cheques to be paid into UK bank accounts should be in sterling. The cheques, to be handled in the cheapest way, must be for not more than the maximum allowed, currently £160. If a larger amount is required then more than one cheque should be used, each for not more than £160.

Discharged, disowned, dismayed!

I AM an ex-WRAC married to a Serviceman and living in BAOR. Before my marriage I served here and was discharged here a year ago. I am now unemployed, but on applying for unemployment benefit was told I was not entitled to any as I was discharged in Germany and not the UK. The DHSS say they can't help either.

— MRS I.

■ The German authorities are correct. You are not entitled to any benefit because WRAC who are stationed overseas must take their discharge from the Army in the UK to claim unemployment benefit.

To claim unemployment after leaving the Army you must sign on immediately after discharge in the UK and be in receipt of benefit for at least four weeks and

four days before returning to the overseas country (see DHSS leaflet FB5 and DoE leaflet UBL 22).

When signing on in the UK ask for Form E303 and bilingual letter and on returning to your overseas address you must sign on within seven days.

This is yet another wrong that needs putting right in that a person who has paid her contributions is denied her rights under both UK and EEC legislation.

This wrong also applies to dependants who have to leave their jobs in an EEC country and have been paying Class 1 UK contributions.

For more information get DHSS leaflets SA29 Your social security and health care and pension rights in EEC; NI 41 Class self-employed and Class 2; and NI 42 Voluntary contributions.

What the head should know about you!

Attending a headmasters' conference I was soon aware that few of them knew of the MoD procedure to contact parents when sickness occurred among their young charges.

Hopefully they now know what to do, since the Services Children Education Authority (SCEA), has informed all school heads with Service pupils of an

MoD telephone number to ring in an emergency.

Fine in itself. But the head needs the number, rank, name and initials and the unit of the serving parent for the system to operate quickly.

So check that your off-spring's headmaster has these details.

The DCI (Army) 19-23 1986 *Compassionate Leave from Overseas*, has a paragraph on Services school-children with parents serving abroad.

Has your next of kin got Army Code 14603, revised in August 1983? It contains instructions for relatives should they want their soldier relative male/female brought home from overseas on compassionate grounds.

Delays could occur if instructions are not followed and that could be disastrous. So make sure your NoK has the card. Ask your unit for one. See DCI

19-23 Army paragraph 20/86 for details.

■ From next February Service voters and their spouses will be able to register as postal voters and, if they want to vote by proxy, nominate just one proxy and not two as in the past.

The new Act, which comes into force on February 16, means that a Service voter living in the UK will be able to register

as a postal voter and automatically receive postal ballot papers for all general elections, by-elections, European Assembly and local government elections.

But it will be up to the voter to notify his Electoral Registration Officer (ERO) of any change of address, or if posted overseas to cancel his postal vote and nominate a proxy voter.

Previously a Service voter nominated two proxy

voters who had to be checked by the ERO to see if they were willing to act.

Now one will do except that the Service voter has to certify that the person nominated is eligible and willing to act as his or her proxy.

Forms F/Vote 33 and F/Vote 34 are being amended to comply with the new Act and a new Part 4 will be added for those wishing to register as postal voters.

Anne

HERE TO HELP



Armstrong

Home tel: Camberley 29653

WITH FAMILIES IN MIND

THE ART OF FINDING OUT

IN MY VIEW

THE BEST way to find out anything is to ask. But where to go to ask is an art in itself and knowing that is half the battle. The other half is getting the answer you want.

But the Overseas Branch (OVB) of the DHSS at Newcastle cannot guarantee satisfaction every time since they often have to tell inquirers: "No, sorry. You're not entitled."

And so it was I made yet another pilgrimage to Longbenton with a bulging briefcase full of your DHSS queries plus a long list of points which have arisen since my last visit.

It's fine writing to these sort of places for answers, but it's so much better to have an eye-to-eye get-together to iron out common difficulties and to discuss specific issues.

Face-to-face dialogue is vital when explaining the problem areas which Army dependants face.

Many difficulties arise through misunderstandings; different ways of interpreting rules and information or changes not reaching the individual. For example, the delay in reprinting leaflet FB5 — *Service Families Going Overseas*.

The troubles encountered in understanding forms in English, let alone the language of an overseas country like Germany and the inadequacy of the bilingual letter all add to the problem.

And despite reciprocal agreements with some countries and nothing at all with others, all overseas queries about DHSS benefits will eventually find their way to the OVB.

But although Army queries



COLIN WATSON (left) AND TEAM anxious to help with communications

make up just a small part of their daily work, they, like many other government departments, have had staff cuts which affects their rate of reply to inquirers.

To help speed things, and because they were hot on my agenda, I raised problems concerning the E303 Form, Cyprus, Hong Kong and paying Class 2 and 3 NI contributions in addition to many other points.

Some of the answers to these queries are listed below which I hope will solve somebody's problems.

But take it from me, Colin Watson and the OVB staff are anxious to help and told how they plan to translate into English the 1986 German claim forms which should overcome some of the communication problems.

Among the more common

questions asked by wives are: when and how do I pay Class 2 NI contribution when I am employed by MoD, Naafi or another employer in Hong Kong?

Many wives do not realise they can pay Class 2 which will enable them to claim maternity and sickness benefit, but not unemployment benefit.

For full details of how to pay and how much to pay

What a widow must do for a pension

I joined the Royal Corps of Signals in 1923 and was discharged in 1946 after spending four years as a PoW of the Japanese. Now I am over 80 and would like to know, if I die before my wife, what pension she would receive.

■ The official reply from the MoD pensions office is: "Under the current regulations and subject to all their conditions being fulfilled, your widow could expect to receive a Forces Family pension of £560.92 a year at current rates. To qualify for a pension

the widow of a pensioner whose last day of pensionable service was prior to April 6, 1978, must have been married to him before his retirement or discharge from the Army.

"A pension would not be paid to a widow who was divorced from her husband, nor would a pension normally be payable to a widow who was separated from her husband at the time of his death.

"Should this gentleman pre-decease his wife she should write to the Regimental Paymaster at Taunton. Once they have informed this office, she will then be sent an application form for completion and she should return this together with a copy of the death certificate and her birth and marriage certificates.

These will be returned immediately after examination. The award of a pension is likely to be delayed if the application form and certificates are not submitted promptly."

you need DHSS leaflet NI 255 — *Direct Debiting, the Easy Way to Pay*.

Much confusion is caused, I believe, by leaflets emphasising the word "self employed." And it's easy to understand why. Take this extract from NI 41 April 1986 National Insurance Guide for the self-employed: "You must pay these if you are normally self-employed, unless you have applied

for and been granted exception because your earnings are below the exception limit for Class 2 contributions. If you are excepted, you may if you wish, pay Class 2 contributions voluntarily to keep up your right to the benefits they provide. Class 2 contributions are paid at a flat rate — you pay the same amount however much you earn."

All a bit bewildering and difficult to understand.

But the fact is the current "flat rate" for Class 2 contributions is £3.75 a week and £3.65 for Class 3. For full details about these payments see DHSS leaflets NI 41 and 42 and leaflets NI 208 and NI 148 concerning unpaid and late paid contributions. Leaflets are available at DHSS offices and BFPOs.

Bridging the gap?

SAPPERS from 39 Field Squadron, 23 Engineer Regiment, RE, have just spent ten days with an American engineer battalion — the 12th — at Dexheim, near Mainz, to get acquainted with American Army engineering equipment and methods.

As one British sapper was later commented: "Their methods were considerably more interesting than their equipment."

Serious bridging was on the agenda, notably an MGB and

an American construction, the M4T6. The British visitors were shown the floating version of it, the Class 60, and the Light Tactical Raft (LTR).

Two sections of sappers broke something of a record, building an LTR in 14 minutes beating the previous best time of 21 minutes.

Highlight of the tutorial was a three-day bridging exercise incorporating the latest American technology in mine-laying.

The British soon noted the complexity of the system compared with the operation of the Barmine-layer and Ranger anti-personnel mine dispenser.

A day was spent on the 50-metre range and experience on the M.16 rifle, the Soviet AK 47, the M.60 machine gun and the P.45 pistol.

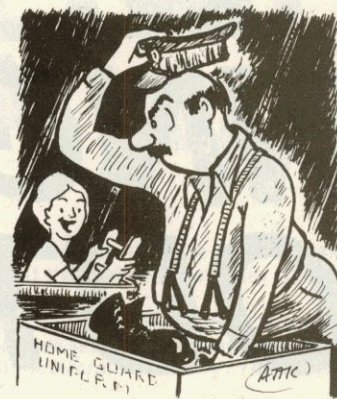
39 Field Squadron is now looking forward to hosting their American counterparts in September on a reciprocal basis.

Return of the Home Guard?

TWO Conservative MPs, worried about the defence of thousands of UK vital installations and key points, are proposing the introduction of a volunteer citizen militia or Home Guard in addition to men already serving in the TA and the Home Service Force.

The two MPs, Tony Baldry and Jim Spicer, are the authors of a Conservative Political Centre (CTC) pamphlet advocating "Defence Begins at Home."

They write: "We welcome the formation of the Home Service



"Captain Mainwaring rises again?"

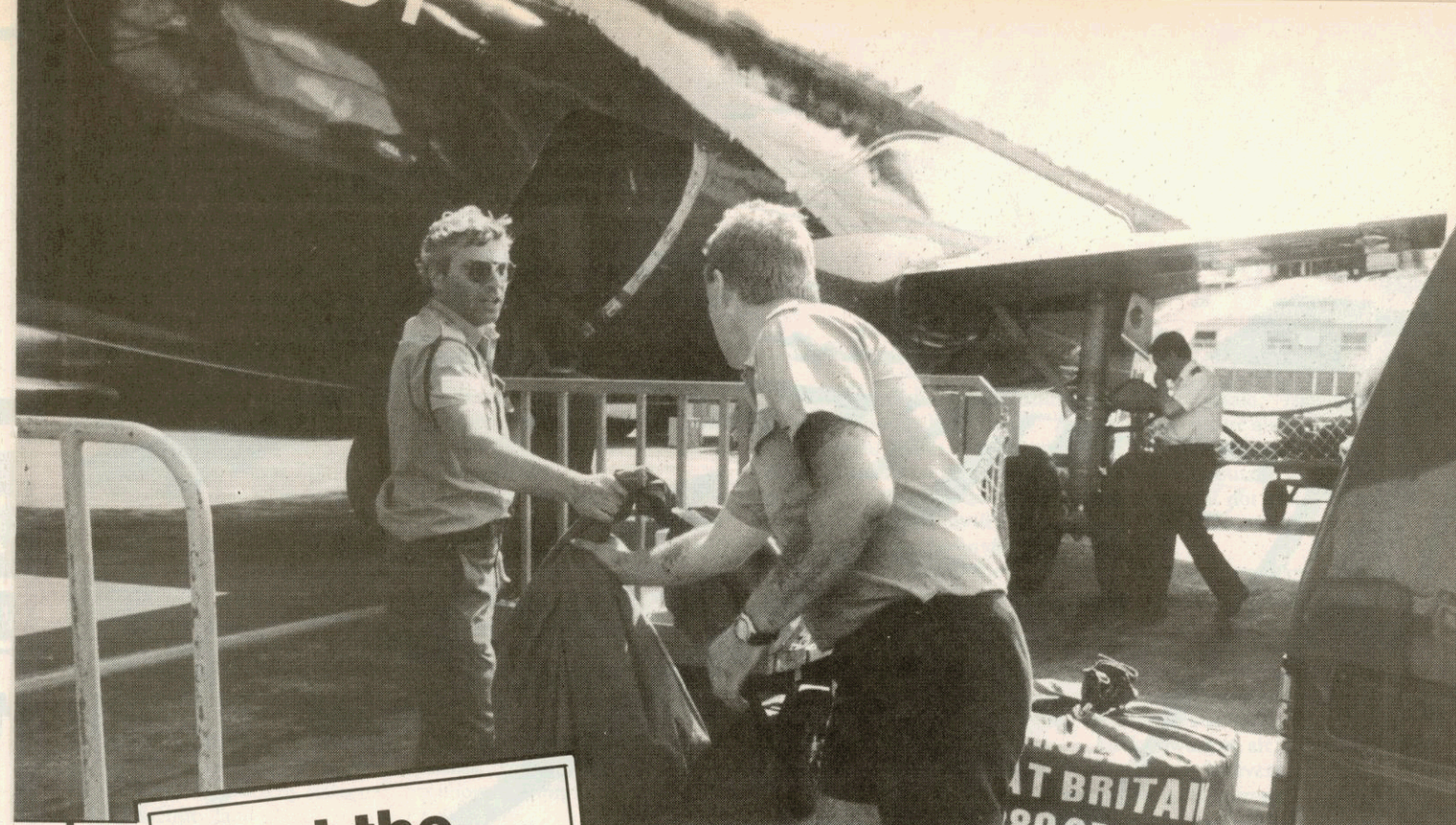
Force in which older Territorials can serve beyond the normal TA engagement, but if (as we believe) it is only just managing to neutralise the effect of premature release in TA Home Defence units, it is not going to be the useful 'extra ingredient' hoped for.

They suggest a scheme on the lines adopted in Scandinavia but discount any return to conscription at this stage because of current "economic, military and indeed political reasons."

Their main concern is the defence of key points and civilian installations from sabotage or capture in time of hostilities and before by members of the elite Soviet special forces, the Spetsnaz.

This is all the more important, they say, as the UK provides the "European pillar" of the Atlantic bridge over which American reinforcements would come if Europe was threatened.

Footnote: The HSF recruiting ceiling is to be raised to 7,000 by the end of the decade. That of the TA will reach 86,000 in the same timescale.



Meet the...

BY AIR — Sgt Dave Nicholls of 63 Postal and Courier Squadron and Leading Regulator Kevin Barker pick up the day's mail from Gibraltar Airport

Morale boosters

IF THERE is any one thing that boosts morale in the three Services it is mail — and Gibraltar is no exception.

All Service mail on the Rock is handled by the Fortress Postal and Courier Troop although that hardworking unit has just fitted in a two-week spell of adventure training in Morocco.

They were relieved by 14 men from 63 Postal and Courier Squadron RE (V) under the command of Maj Paul Forrester. The squadron's war role is that of a Home Defence unit and as part of 6 Postal and Courier Regiment they would deploy to the West Midlands.

The squadron recruits country-wide and its members come from as far north as Scotland and from the south-west of England. Based as it is at Mill Hill, however, a large number of the men are from the London area.

All squadron staff are members of the Post Office in civilian life, the majority being postmen, sorters, supervisors or administrators.

While staffing the Fortress Postal Service the TA men ran the forces postal counter service at three locations on the Rock, provided a courier service for all units, and ran the mail service from the main Post Office at North Front.

Everyone in the garrison looks to the Postal Squadron as its link with home and the posties run a highly efficient mail service. Mail arrives by air daily with the exception of Saturdays. Surface mail arrives twice each month and is containerised.



Maj Paul Forrester, Officer Commanding 63 Postal and Courier Squadron and WO Ron Hawthorne of the Fortress Postal and Courier Troop at the North Front Post Office

On average, 9,000 letters a day pass through the North Front sorting office and, apart from Tuesdays and Thursdays when the aircraft arrives late in the day, mail reaches all units on the same day.

With the closure of the Fleet Mail Office in Gibraltar the Royal Navy now provides two Naval Regulating staff to work with the Army posties and their knowledge of ships and shipping movements is a valuable contribution to the unit.

Story: Pete Brown
Pictures: Terry Champion



Above — Service children and the Puma helicopter, pictured with the helpers
Left — Young Adam Huntress waves to photographer Terry Champion as the helicopter takes off. Beside him is Rfn Phillip Crannage from Shorncliffe



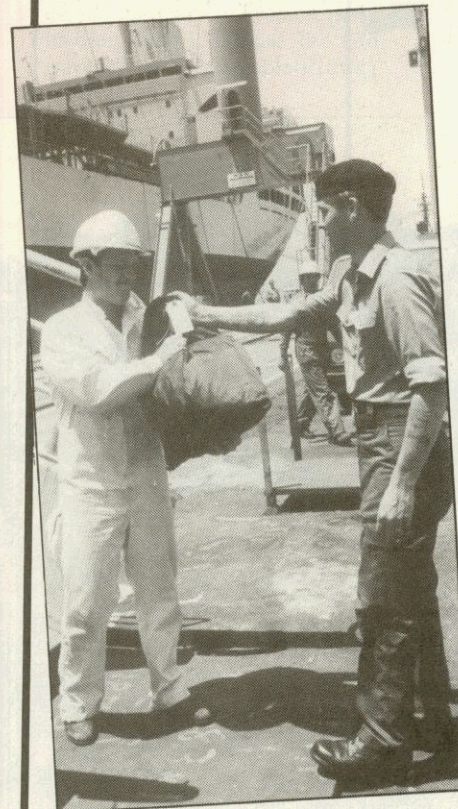
Lift-off!

FLYING OFFICER Chris Jones, "CJ" to his flying chums, will probably never have to make such a thorough cockpit check of his Puma helicopter instruments again. For every possible button was pressed; every switch flicked!

But it was all in a day's work and Chris, from RAF Odiham's 33 Squadron, was spending a day down at Shorncliffe, Kent, helping the Army — and, in part, the Royal Navy — give a good time to a score of handicapped children from Service families.

His seven-ton Puma gave the youngsters 15-minute jaunts over and around the town and harbour of Folkestone. The kids' get-together had been arranged by the Services Children's Education Authority (SCEA).

The Army produced 11 helpers comprising three members of the Queen Alexandra's Royal Army Nursing Corps, five resident members of the Junior Leaders' Regiment, WO2 Jim Springhorpe, LCpl Phil Watson, and Maj Geoff Bradbury, the organiser.



BY SEA — Third Officer Brendan Watson RFA Appleleaf take delivery of the day's mail from Cpl Mick Walsh. Mick is a postman in civil life and delivers mail in the Preston area

Marchwood shapes up for a busy future

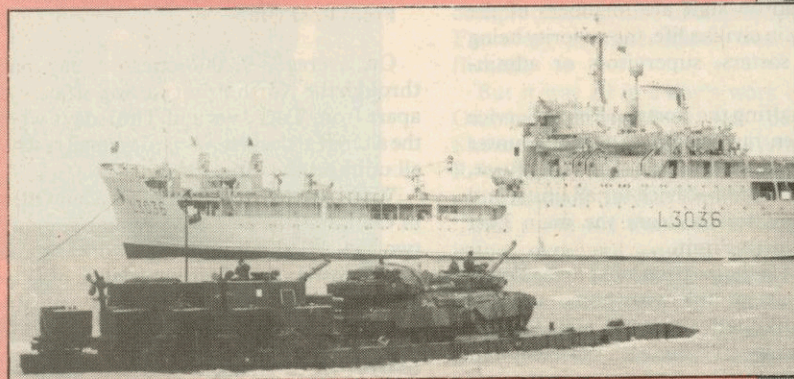


How the port will look...

ABOVE — An artist's impression of the new Marchwood military port now being built near Southampton. The original port was constructed by the Royal Engineers to support the D-Day landings in Normandy. Marchwood's rebuild project will cost about £20 million

A first by Mexeflote...

RIGHT — How to beach a Chieftain tank in the absence of custom-built port facilities. In an exercise off Browndown beach, ten miles from Marchwood, tanks of the 5th Royal Inniskilling Dragoon Guards were put ashore from RFA Sir Percivale (see inset below). It was the first time 52 Composite Port Squadron (CPS) or the 'tankies' had used Mexeflotes to unload tanks from a ship



FOR MORE than 20 years rows have raged around the future of Marchwood military port.

To build or not to build? That was the question facing government planners and financial experts. Now the problem has been resolved and work has started on a £20 million rebuild project of the wartime port.

The port was originally constructed by the Royal Engineers in 1943-44 for the D-Day landings in Normandy. The new scheme, which is considerably more than a face-lift, will take three years to complete and ensure Marchwood's use well into the next century.

The contractors moved in last month to demolish the remaining wartime buildings and concrete jetty built by the Royal Engineers more than 40 years ago on 365 metres of waterfront on Southampton Water backed by 360 acres of near-empty land.

Currently operated by 17 Port Regiment Royal Corps of Transport, commanded by Lt Col Don Irvine, the modernisation plan provides for a two-berth jetty which will include 175 metres of berthing dredged to eight metres; two vehicle roll-on roll-off facilities; two 35-ton cranes; a repair jetty for RCT vessels; an import-export container and vehicle park; loading ramps; a boat lift and traversing system capable of lifting

a 200-ton vessel; and a shipyard workshop large enough to accommodate three 14-metre RCT work boats at a time.

In addition there will be rail links with BR and sidings for the storing of explosives. These will be built so that each line of rail wagons is separated from the next by huge blast safety walls either side of the track.

This main phase of the plan is costing £17 million with a subsidiary phase of training facilities, store areas and administrative offices, costing a further £2.6 million, pushing the total close to £20 million.

When the work is finished in 1989 there will be a grand opening. "I shan't be in command here then," said Col Irvine, "but I shall certainly do my best to return for the occasion."

With 18 years uninterrupted service at Marchwood, WO1 Graham Smith is also looking forward to a return visit. But by then he will be a captain as he is to leave the port in October for a commissioned posting in Cyprus.

The Ops WO, he sees the future of Marchwood as being busy. "A development of this size can only mean more work for the regiment," he said. Not that he was speaking against the idea, simply describing the future the way he envisages it.

While he claimed they were busy most of the time, there was not much evidence of this except for the loading of the RFA *Sir Caradoc* which operates a four-day sailing programme between Marchwood and Antwerp supplying BAOR.

But although the port was quiet except for the *Caradoc*, it had been busy earlier when 28 tanks of the UK Armoured Regiment from Tidworth were loaded on to the RFA *Sir Percivale* for exercise *Western Venture* at Browndown beach, ten miles down Southampton Water.

There, 52 Composite Port Squadron (CPS), commanded by Maj Dale Hemming-Taylor, were practising for the first time the unloading of tanks by Mexeflote from a ship.

"It's a first for us and the

'tankies,'" he said. "They've never tried this before and neither have we. Everything has gone extremely well throughout the week, even to the extent of not being taken by surprise by 'air attacks' from RAF Harriers."

"It's been tremendous value and I'm pressing for this exercise to become an annual event," he said.

Another first for the squadron was when they embarked from Browndown beach in *Sir Percivale* everyone was wearing full NCB kit following an air raid. "A great experience for everyone."

But the 100-strong squadron did have a couple of light moments during their week in beach dug-outs when Page Three girl Carron Martin called on them.

"A super girl and she's agreed to be our pin-up," said Maj Hemming-Taylor. "We had a barbecue, took some pictures and then got on with the exercise."

Meanwhile, as 52 CPS rehearsed their "priority role," 26-year-old SSgt Gary Bendle of the Royal Engineers was getting in some practice of his own with the port rebuild scheme.

The sole sapper engaged on the project, he is an assistant site manager working with government engineers.

He is there to help keep an "eye on things. A quality control role," he explained.

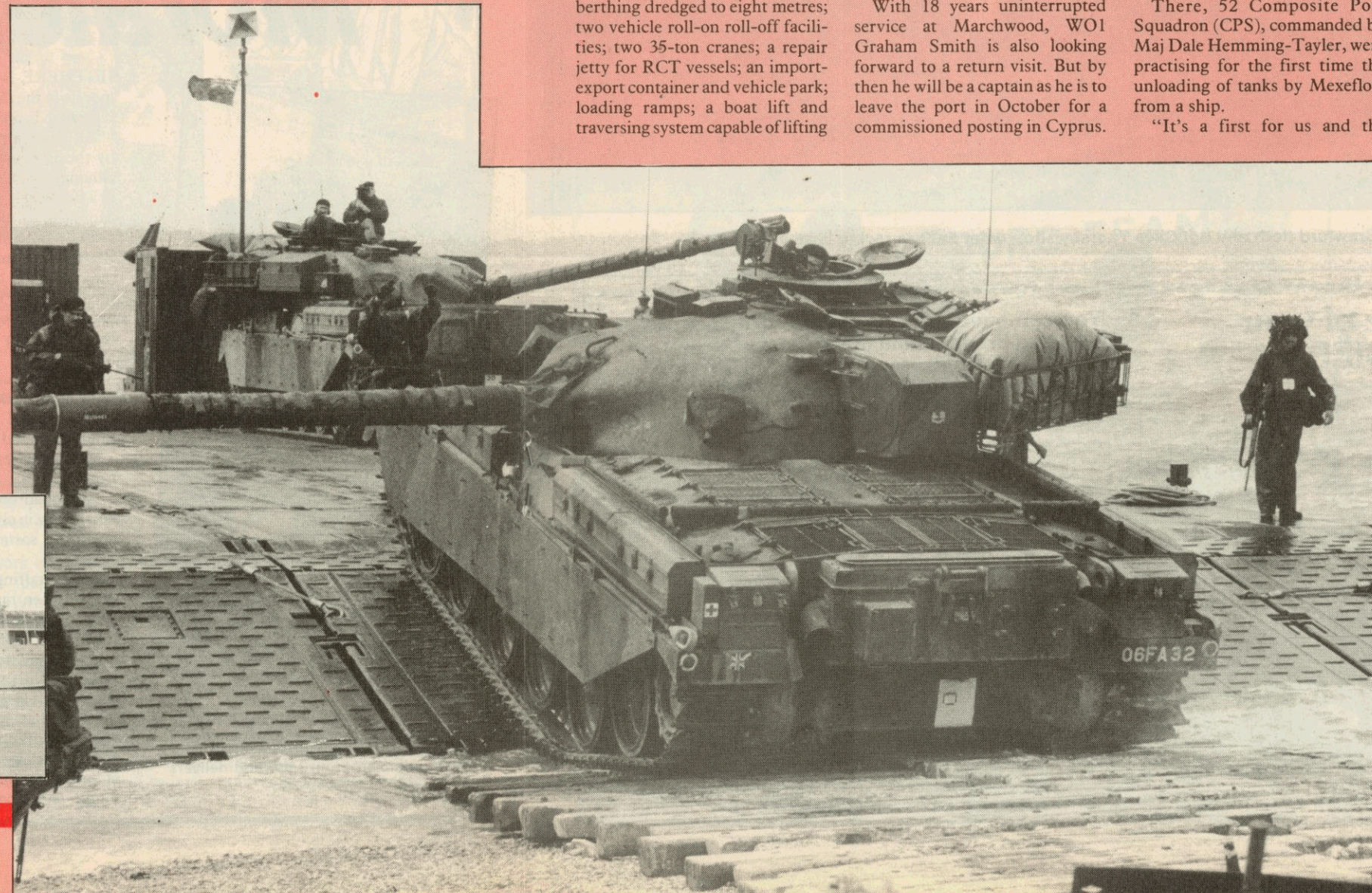
"I shall be here for the next couple of years helping to ensure the contractors follow the specifications."

Peering at a site drawing, he said his job for that day was where to site the fire siren. "It has to come down from its present site, but where to relocate it is the problem. With so much rebuilding and development planned, the chances are that we shall have to move it again. And that's what I'm trying to avoid," he said.

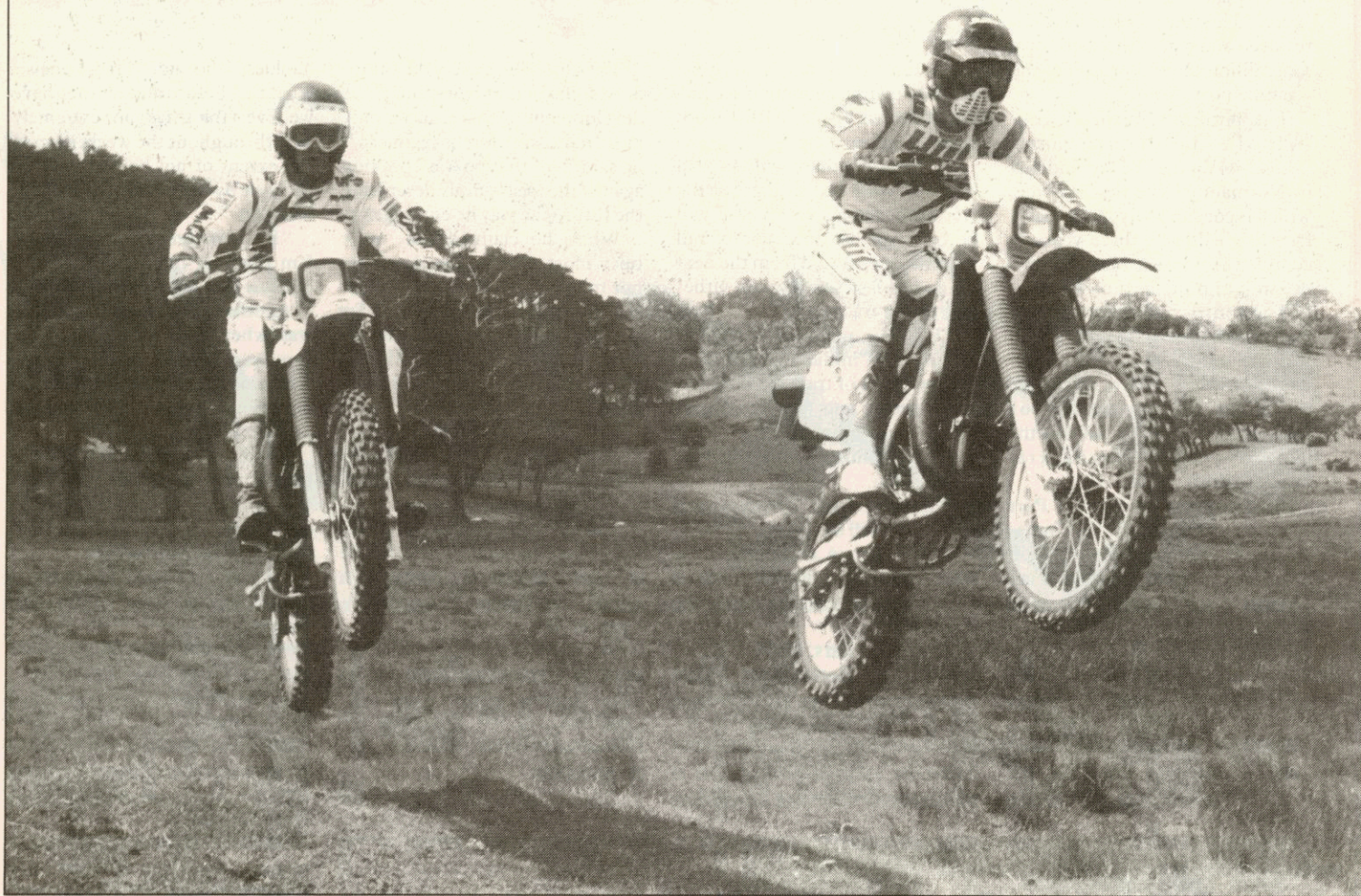
Since a fire warning is of primary importance, and everyone on the project is equally aware that doing the same job twice is time and money wasted, Gary's first project exercise warranted careful thought.

Who knows, the money saved by his planning could come in useful for something else.

Story: John Margetts
Pictures: Les Wiggs



Enduro aces aim for the top



We have lift-off! Cpl Steve Crawford (left) and Sgt Clive Thorsby show what Enduro racing is all about

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TEAM ROYAL SIGNALS, now well into this year's Enduro motorcycling season, have just taken delivery of three new 500cc Maico GM Star water-cooled machines.

Manufactured in West Germany, the Maicos are among the best competition machines in Enduro racing but at £2,400 each they do not come cheap, even with the British importers' sponsorship.

Clothing, too, is not cheap. The well dressed Enduro rider will spend up to £400 on his kit, including £70 for plastic protective body armour, an essential accessory.

The three-man team of Sgt Clive Thorsby, Cpl Mick Mosley and LCpl Steve Crawford, all of the Royal Corps of Signals, are based with 8th Signal Regiment at Catterick along with their support crew, Sgts Peter Clarkson and Fred Townson.

Formed in 1983, the team shows the flag of the Royal Corps of Signals at competitions for the British championships every other weekend at various venues around the country. Events are organised by the Autocycling Union. The Army Motorcycle Association organises military events and one round of the British championships each year.

Clive Thorsby, the most experi-

enced member of the team, has been riding competitively for three years and was selected for the Army team for the world championships in Holland in 1983, and again last year when they were held in Spain.

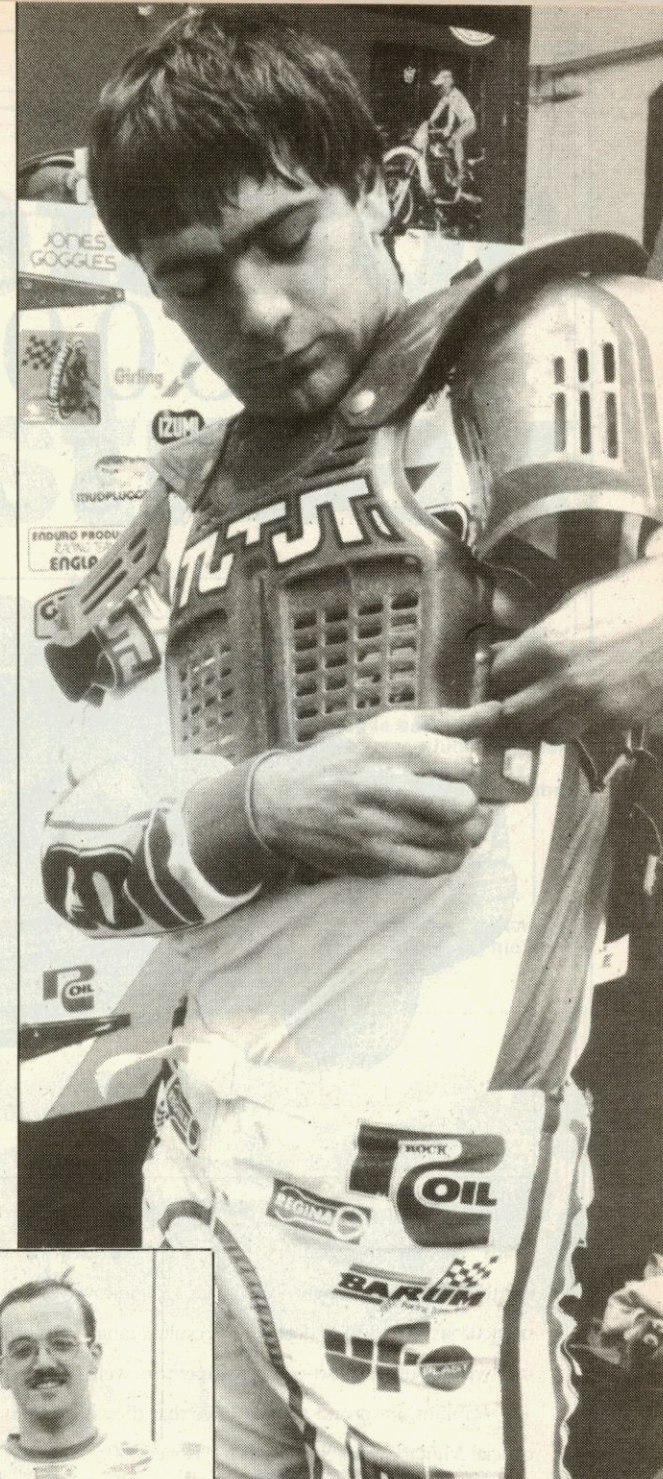
The world championships take place in September and will be held this year in the Italian Alps. Clive was also top of the Third Division in the British championships in 1983 and last year was placed sixth in the top class.

A typical Enduro course is laid out across open moorland, fields, along streams, and through forests. Each rider usually covers three laps of a 60 to 70 mile circuit, each competitor spending up to nine hours on his machine. The courses are rugged and, unless the going is exceptionally soft, the rear tyres of the machines have to be renewed after only one day of racing.

Before each meeting it takes the team three evenings to prepare the machines. On their return to Catterick, each motorcycle is completely stripped down, cleaned and greased. It's all hard work and takes up a lot of the team's spare time, but they enjoy it and Team Royal Signals will continue to be competitive against the world's best in Enduro racing.

Story: Pete Brown

Pictures: Terry Champion



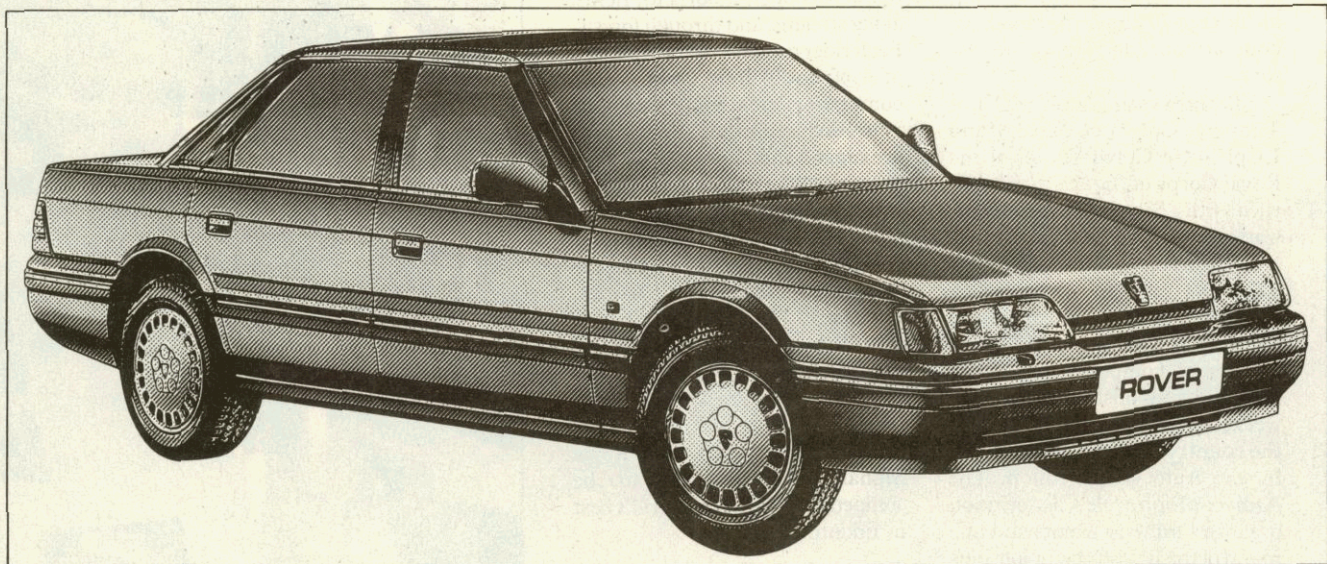
Above — Girding himself for battle is Sgt Clive Thorsby. Plastic body armour is essential — and expensive



Top team

Left — Members of the Royal Signals Enduro team line up for the camera at their Catterick base. From left to right are Sgt Clive Thorsby, Sgt Pete Clarkson, Cpl Mick Mosley, Sgt Fred Townson and Cpl Steve Crawford

THE ROVER 800 SERIES HAS ARRIVED.



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Army opts for Starstreak

SHORT BROTHERS' Starstreak missile system mounted on the **Alvis Stormer** — a "stretched" Spartan — has been selected as the "preferred solution" to meet the British Army's need for a high velocity missile (HVM) air defence system, it was announced at the prestigious British Army Equipment Exhibition (BAEE).

The announcement was made at the sixth biennial show hosted at Pegasus Village, which this year attracted 231 exhibitors to the 8½-acre site, representing 350 companies, an increase of 18 per cent on two years ago. Of these, 56 were appearing for the first time.

Visitors came from 87 countries.

Five years' work and group funding had taken place on the new Starstreak-Stormer battlefield partnership. It is understood that 140 of the systems will be acquired under an initial contract. Starstreak had achieved competitive success over the British Aerospace Mark Four Thunderbolt.

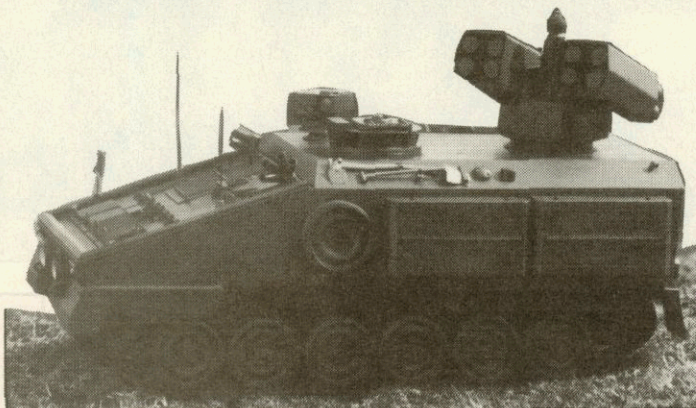
Starstreak trials had been carried out extensively in the Middle East and Sweden in extreme climatic contrasts; searing heat and Arctic snows.

Stormer will carry an eight-tube missile launch system which can be fired from under armour by an operator using a panoramic sight. Surveillance is provided by the **Thorn EMI** Air Defence Alerting Device (ADAD). The vehicle also carries more than a dozen missiles under armour.

Mr David Fraser, chairman of Alvis and chief executive of the United Scientific Group said: "This decision will be of particular significance to our overseas customers, many of whom are currently considering the 12-man baseline, 12-tonne battleweight Alvis Stormer for a wide variety of roles from APC to IFV, assault gun and anti-tank carrier."

Shorts' new missile incorporates a three-dart design, each of which detonates on impact with the target. Each dart leaves the missile booster segment shortly after the launch and is then guided by the operator using a line-of-sight device.

The HVM will be taken on by the British Army to supplement the Javelin shoulder-launched system already in service in its single-round or lightweight mul-



Left — A model of the Shorts Starstreak high velocity missile system mounted on top of an Alvis Stormer. It provides a highly mobile battlefield air defence system which has been chosen by the British Army after extensive tests in extreme climatic conditions



Below — King Hussein of Jordan walks past a Challenger main battle tank during his tour of the BAEE exhibits

tiples launcher mode.

Another new revelation came from **Plessey** in their signature management service based on electronic camouflage techniques. This "stealth" technology has the capability to make military equipment hard to find... or disappear altogether!

Battlefield deception can make a Land-Rover look like a main battle tank, or a column of tanks suddenly "disappear".

Plessey also put its low-level, air-defence radar, Grenadier, on show with its surveillance and target acquisition applications.

Available in two- and three-dimensional versions, each offering multiple target tracking, Grenadier

can be attached to individual gun or missile launchers or even networked into several weapon platforms.

On show, too, was Plessey's Auxiliary Power Unit (APU) incorporating a 350A spray-cooled generator for the British Army's main battle tank, Challenger Improvement Programme (CHIP). The system allows operation in extreme climatic conditions.

GEC Avionics displayed the Phoenix remotely-piloted vehicle (RPV), a system which has already started its spy-in-the-sky trials and is destined for the British Army in the role of battlefield surveillance. GEC won the £80 million fixed price contract for Phoenix last year.

It comprises a small air vehicle with advanced avionics and infra-red imaging system, an air-ground data link, a mobile ground station and logistics vehicle for launch and recovery of the Phoenix itself.

Royal Ordnance introduced a new range of lightweight armoured fighting vehicles in the RO 2000 series.

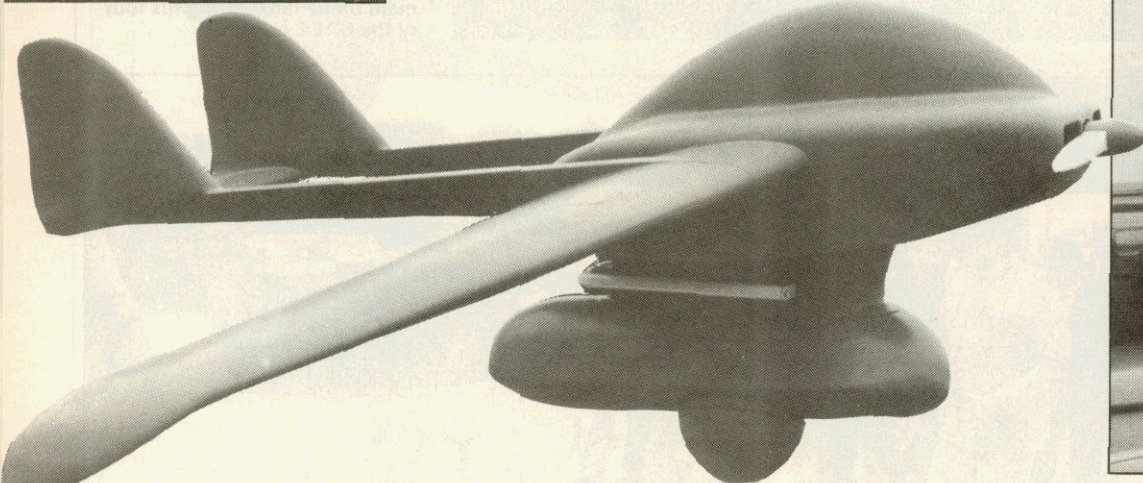
These are low-cost, multi-purpose vehicles with the facility to carry troops or be equipped with guns, mortars or missiles. Other battlefield roles such as the ferrying of supplies, a comms and command vehicle and casualty evacuation versions are planned.

Four versions were on display.

Turn to next page



Left — Mr Martin Cromwell, Export Sales Director of John White Footware, shows off the lacing system for the new high combat boot being evaluated by MoD
Below — GEC Avionics' new Phoenix spy-in-the-sky



From Page 31

All weigh from 14 to 24 tonnes. All use the same automotive components.

The self-propelled howitzer (SP) variant, the RO 2001, jointly developed with Egypt but designed by Royal Ordnance, has already covered 6,000 miles and fired more than 300 rounds during trials. It has a 125mm main armament but could take other calibres.

The RO 2002 is an armoured personnel carrier (APC) capable of carrying ten men plus commander and driver. It is fitted with a turret-mounted 30mm Rarden cannon and a 12.7mm machine gun.

The RO 2003 is a prototype mortar vehicle totting the new Royal Ordnance 120mm breech-loading mortar. It is under development at RO Nottingham.

Last in the series, the RO 2004, is a light tank with a two-man turret and 105mm rifled gun with low

recoil fed by automatic loader. All have been developed as a private venture by the Royal Ordnance Weapons and Fighting Vehicle Division located at Leeds.

Land-Rover Ltd., too, put on two military developments from its range, for missile firing and electronic battlefield applications.

On show was an open-topped Land-Rover Ninety equipped with Milan missile, while a pick-up bodied air-defence version of the One Ten was partnered with Javelin missiles.

The Ninety Milan firing platform is powered by an 83 bhp, 2.5-litre petrol engine; the One Ten by a 14 bhp petrol V8 unit.

Another Land-Rover exhibit was a V8-engined Ninety in a Fitted-for-Radio (FFR) configuration. It and the Milan firing platform feature Electronic Systems Preparation (ESP) combining a high output charging system — from 55 amps upwards — with

comprehensive suppression and FRI testing. A hand-operated throttle is provided for use during charging operations.

A One Ten-based Special Forces patrol vehicle was also on display with further improvements incorporating an RO-made chain gun. Other features include a 240V60A ESP package, an electric winch rated at 5,000 lbs, overall capacity for 59 gallons of fuel, an engine oil cooler, new shatterproof exterior mirrors, Racal radio equipment and a Magnavox all-terrain satellite navigation system.

Land-Rovers were in action at the Lulworth firepower demonstration, a live show put on in tandem with BAEE's static displays at Aldershot. One was fitted with Milan; another carried the FZ (Forces de Zeebrugge) LAU-97 Multiple Launch rocket system, a saturation weapon.

Marconi fielded half a dozen new products at BAEE — Martlet,

a portable satellite communications terminal; Mistral, a Land-Rover-borne met. system; Mamba, a hand-held fire control computer; Milsim, a real time image generator for training equipment; a radio test station and a laser warning receiver. **British Aerospace** introduced Rapier Darkfire, the latest addition of the weapon to be introduced in conjunction with the air defence missile system. Darkfire is the electro-optical tracker and successful engagements have been made when the target has been visually obscured by battlefield smoke or mist.

The firm has received a £70 million contract, as part of an overall £310 million funding, to develop and supply Darkfire for the British Army.

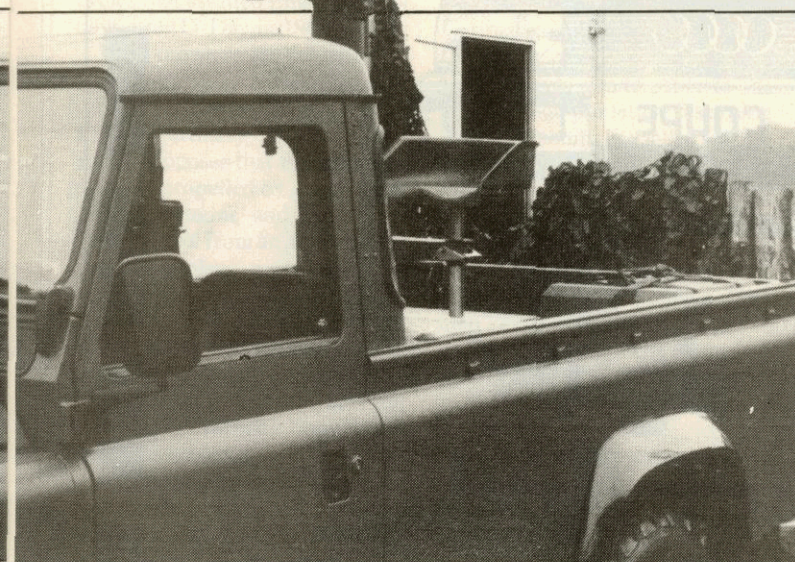
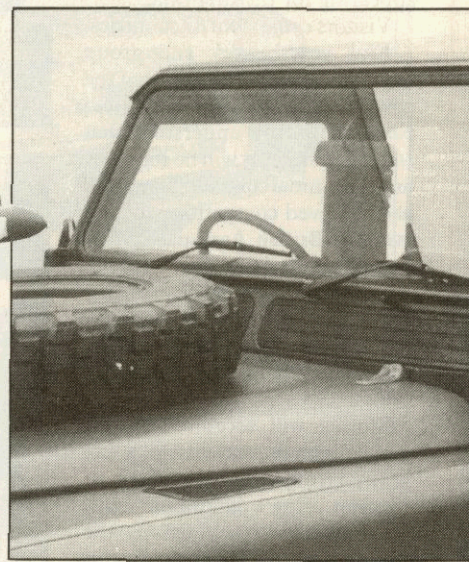
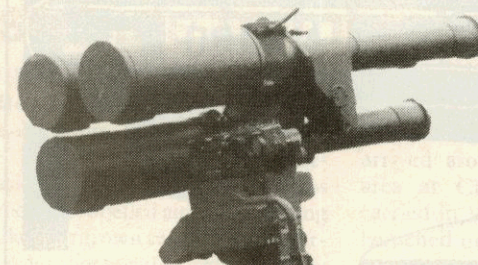
British Aerospace was keen to show off its responsibility for development of the long-range, vehicle-mounted TRIGAT — third generation — anti-tank

Left — The world's newest self-propelled Howitzer, the AS90 from Vickers Defence Systems

Right — HH Sayyid Faher bin Taimur Al Said, Deputy Prime Minister for Security and Defence of the Sultanate of Oman, takes a keen interest in the British Army's new SA80 rifle, explained to him by Mr Geoff Sangster, from the Smallarms Division of the Royal Ordnance Factory, Enfield

Below right — New webbing on display at BAEE

Below — A well-armed Land-Rover. This One Ten has been partnered with Javelin missiles



missile system.

The company has just received a contract for the supply of the TOW missile roof sight for British Army Lynx helicopters. The sights have a thermal imaging (TI) capability.

Also on show was a model of the Skynet 4 military communications satellite. As prime contractor British Aerospace is building three of them for use by Britain's armed forces.

The multi-role fuse being supplied to the British Army under an £85 million contract was featured by **Thorn EMI** who also put on show for the first time, a full-scale model of the anti-armour warhead for MLRS (Multi-Launch Rocket System) being developed by a consortium. The warhead will contain six terminally-guided sub-munitions.

On show for the first time at BAEE by the Defence Products Division of **Sabre Computers**

was the sole range of ammunition test guns in a variety of calibres up to 30mm.

The company also extolled the virtues of its Advanced Miss Distance Indicator — SAMDI — the latest in acoustic scoring systems for target drones, boats and ground-based equipment. It is integrated in a rugged, compact and portable aluminium briefcase-sized container.

Development work is well advanced, says the company, to extend the SAMDI concept to Variable Geometry Target (VGT). A system allowing high resolution scoring of high velocity projectiles or missiles over large target areas in a very flexible manner. It also allows sensors to be sited without additional structures.

For small arms training, the firm's Combat Target TG 92, is a self-powered, portable, turning (including friend/foe) and "pop up" mechanism that can be quickly

dug in or clamped on to a tree or fence. Radio control is available with up to 12 independent command channels in one small hand-held transmitter.

Resource Management Systems put on by way of its debut, the Rapier. A system designed specifically for maintenance management giving instant access to key information such as assets, maintenance schedules and spares holdings.

On show for the first time was another private venture, the **Pilkington PE** Sabre sight for armoured fighting vehicle commanders and gunners. The system can be used for surveillance and target acquisition.

Not only is it applicable to new AFVs but can be adapted to in-service vehicles

In the tank world, **Vickers Defence Systems** was showing no less than three of its variants. The Vickers Mk 3 main battle tank

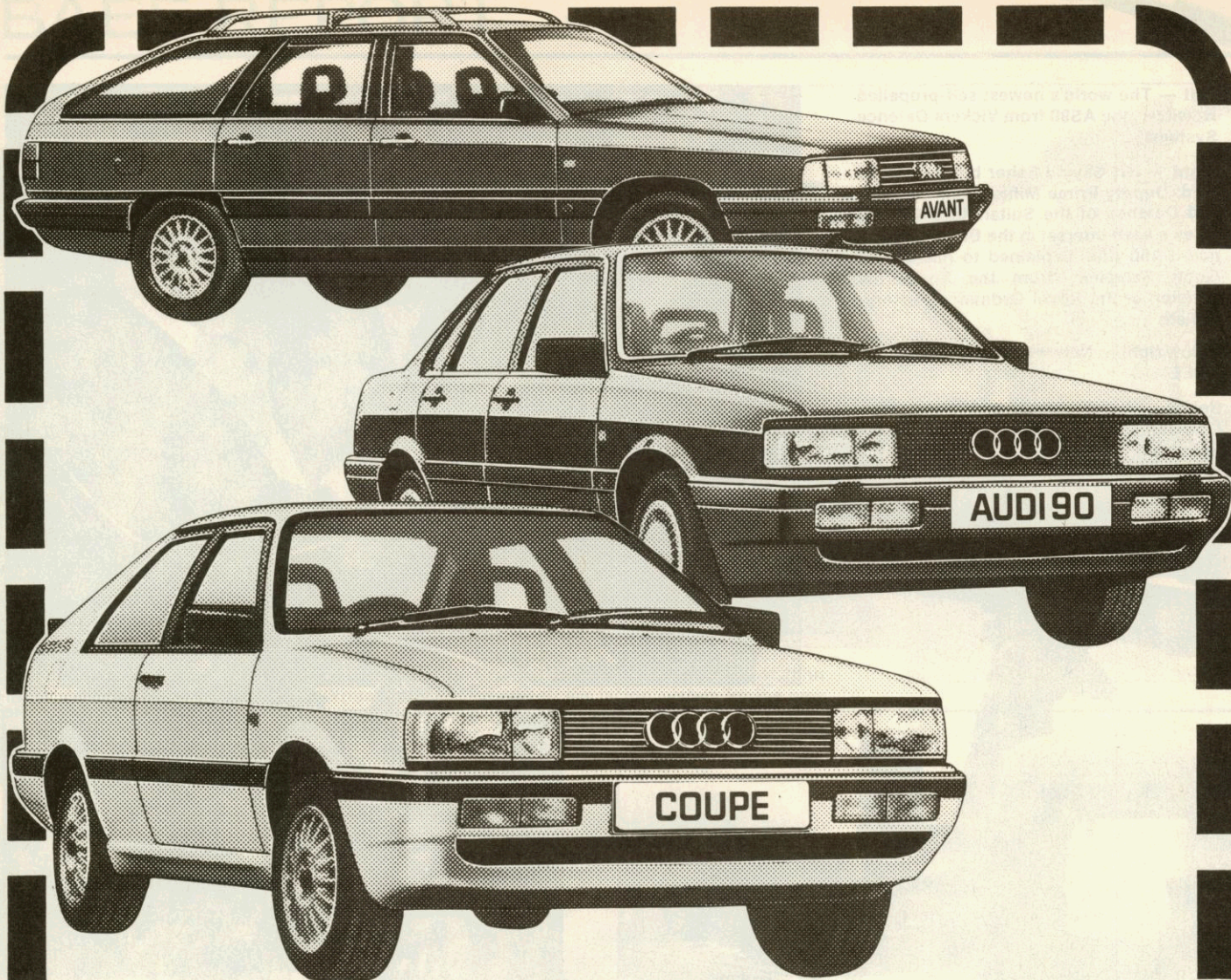
(MBT) and its newer version the Mk 3 (1), the latter with a new chassis with cast front as opposed to the welded front of the Mk 3. The Mk 3 (1) also has an improved power-to-weight ratio.

The Vickers Mk 7 was making its BAEE debut with its RO-made main armament 120mm gun.

Also on show were two new SP turrets from Vickers; the GBT 155 and the world's newest, the AS90.

Weighing in at 36 tonnes, the AS90 can deliver a burst of three rounds in 13 seconds at a range of over 24 kms using standard Nato munitions and more than 30 kms with extended-range ordnance. It has 17 mm armoured steel protection.

Bootnote: **W L Gore and Associates (UK) Ltd**, manufacturers of Gore-Tex fabric introduced a new detachable sock insert at BAEE. Tests had included field trials in what the firm describes as "the wettest operating areas."



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The helicopter at war

In the past 30 years, helicopters have taken a vital place in the inventories of the world's armed forces until now combat between helicopters threatens to supersede the helicopter v tank battlefield conflict.

As the tank's protection, day and night cross-country mobility and firepower are enhanced, they will be matched by the helicopter's improved performance and survivability, its ability to operate at night

and in adverse weather, and its new weapons and sighting systems.

These are conclusions of Col John Everett-Heath, 24 years a military fixed wing and helicopter pilot, who has written an authoritative account of the British helicopter industry from the day in 1914 when the first free flight of a helicopter in Britain was made, until the high technology machines of today.

Col Everett-Heath mentions the developments of TRIGAT — to replace TOW — a weapon whose fire-and-forget destructiveness will be what every helicopter crew wants, he says. The ratio between

tanks and helicopters destroyed will alter even more in favour of the helicopter, he says, adding that the helicopter's effectiveness against the present threat spectrum will only be maintained by advancing technology and the evolution of doctrine and tactics.

His book describes the evolution, manufacture and service of different types of helicopters, details the technical aspects of the aircraft — and is liberally illustrated with photographs and diagrams. **British Military Helicopters**, by John Everett-Heath. Published by Arms and Armour Press. Price £14.95.

Germans planned suicide bomb attacks

'Doodlebug', 'VI' and 'Flying Bomb' are words that need no definition.

Everyone, irrespective of generation, knows about the pilotless rocket-propelled aircraft sounding like overgrown two-stroke motorcycles that assailed England a few days after D-Day in 1944.

Less known is the fact that the flying bomb concept went back to the First World War when a French artillery officer, René Lorin, proposed that an unmanned aircraft, propelled by a ram-jet or pulse-jet engine and guided by radio control from an accompanying piloted plane, could be used in a long-range bombardment of Berlin.

The history of pilotless aircraft up to the Second World War is concisely told in the opening chapter of Norman Longmate's book, *The Doodlebugs*.

It is a long book, in fact nearly 550 pages, covering the VI weapon's development and employment at every level, from Hitler's headquarters to the back-

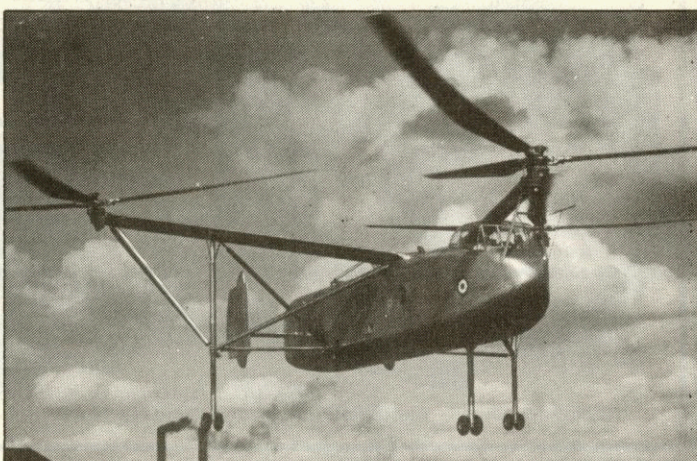
street warden's post in Streatham, as the jacket blurb says.

It tells of the 'POW Post', that arrived around the Manchester area at Christmas time 1944, carried in VIs that had been air-launched over the North Sea. It was an ingenious idea for the Germans to gain intelligence about the result of the attack, hoping that relatives would reply to the prisoners-of-war letters disclosing where the bombs had fallen and the effects on morale. In the event, all the letters were intercepted and the relatives warned.

Another little known aspect of the doodlebug history, the Selbstopfermänner or 'self-sacrifice men', is covered in the book.

The plan was for the formation of a corps of suicide pilots who would steer the VIs on to selected targets.

"Over lunch in the Flying Club in Berlin ... the 30 year old Hanna Reitsch, the Amy Johnson of German aviation ... propounded to two friends her idea for Operation Suicide".



The W-II Air Horse, believed to be the only helicopter ever built with three rotor systems

Hanna Reitsch test flew the first piloted VI and there was no shortage of pilots willing to sacrifice their lives, but around the end of 1944 the whole scheme was quietly abandoned.

This is a comprehensive and remarkably well-researched book, and the reader can but wonder at the patience and perseverance it

must have taken to uncover the official, semi-official and anecdotal accounts that makes this a highly evocative story as well as a valuable historical documentation. — BJ.

The Doodlebugs: the dramatic story the flying bombs of World War II, by Norman Longmate. Published by Arrow Publications. Price £4.95.

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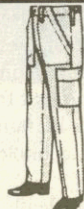
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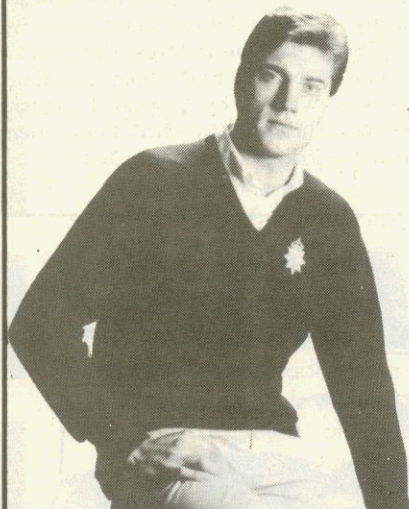
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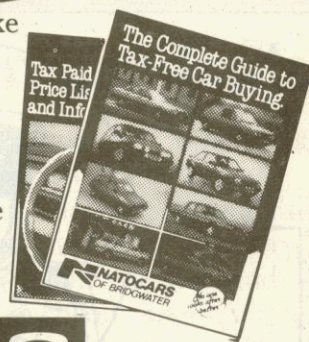
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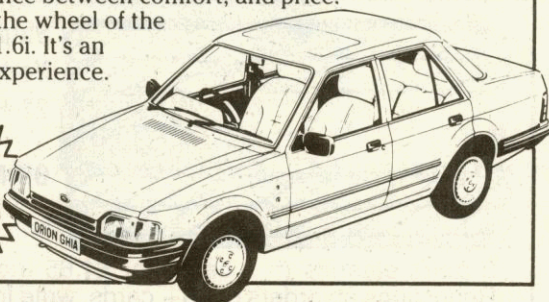
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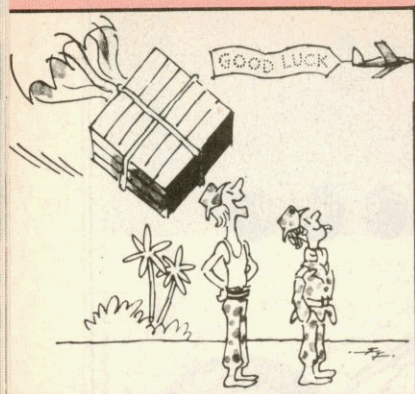
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MAIL DROP

Where are they now?

The Worcestershire and Sherwood Foresters Regiment during their tour in Ballykelly, Northern Ireland.

The venture was the initiative of the then Commanding Officer, Lt Col (now Brigadier) P F B Hargrave and was successful on both counts; the geese served their purpose in the ammunition compound of Shackleton Barracks and also made a useful contribution to the soldiers' Christmas dinner later that year. — Major (QM) T F Allen, HQ 22nd Armoured Brigade, BFPO 30.



This photograph of men of the Prince of Wales' Coy was taken at Pirbright in 1938.

I shall be most interested if, through your magazine, I could discover if any of them are still alive.

The five Lance Sergeants will be over 70 and the guardsman well into 60 years of age.

I do know that all survived the Second World War but Webb, holding the in-waiting book and Vonk, hands clasped, were taken prisoner with the 2nd Battalion Welsh Guards.

The names of those in the photograph are: L Sgt Webb, Roberts, Vonk, Williams (self) and Lee; Guardsmen Frome, Steele, Davies, Hudson and Scowcroft — Lt Col J G Williams (late 10th Princess Mary's Own Gurkha Rifles) 96 Allchin Circuit, Kambah, ACT 22902, Australia.

STAFF SERGEANTS

May I refer to Major (ret'd) J A Barrow's letter in SOLDIER (June 16). Below is an extract from Queen's Regulations for the Army 1975, para 9.170: "Rank Staff Corporal or Staff Sergeant. Appointment (*inter alia*) Colour Sergeant or CQMS (Foot Guards and Infantry).

The Rank should not be confused with the Appointment. — Capt J G L Fellows, 65 Ord Coy RAOC (V), Harewood Barracks, Leeds LS7 1AT.

GOOSE GUARDS

I refer to the lead article on page 13 of SOLDIER June 20.

Using geese as a guard force is not new, either to the Romans, the American Army or, contrary to your last line invitation, to the British Army!

An article published in The Sunday Times on August 24, 1975 showed the use of a goose patrol by the 1st Battalion

PECULIARITIES

Major Barrow's letter ref Staff/Colour Sergeants was well said. On the same subject, a little peculiarity could be mentioned. In at least one regular cavalry and one yeomanry cavalry regiment, while Staff Sergeants wear the usual three chevrons and a crown, if they hold the appointment of SQMS they wear four chevrons and a crown.

These regiments are 1st The Queen's Dragoon Guards and the Middlesex Hussars respectively.

Also, a few weeks ago you carried an article on the connection of the Spanish Royal House with the 16th/5th The Queen's Royal Lancers.

Can anyone connected with that regiment confirm a story that I read many years ago? This was to the effect that when the King of Spain visited his regiment for the first time he appeared in uniform wearing the shoulder belt of his Sam Browne belt back to front (ie the buckle to the rear).

The CO of the 16th/5th, being of course a gentleman, and not wanting to embarrass the King, promptly ordered the rest of his officers to appear on parade likewise.

This began a tradition that the brace was always worn back to front.

A good story. Is it true, and is it still carried out? I can't help thinking that it was a good job that His Majesty didn't have his fly buttons undone! — A Easdown (late 5th Royal Inniskilling Dragoon Guards), 12 Christchurch Court, Luton, Chatham.

Competition result

A £50 cheque is on its way to Cpl D Buckley, of Ptarmigan Wing, 8th Signal Regiment, Catterick, Yorks, who is the winner of SOLDIER's HOAY competition No 388. Well done Corporal!



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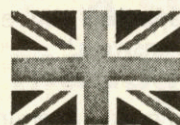
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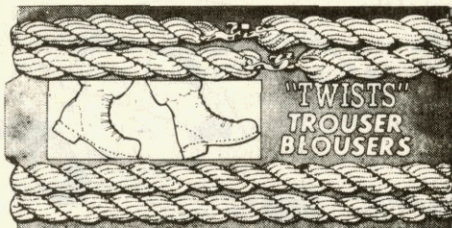
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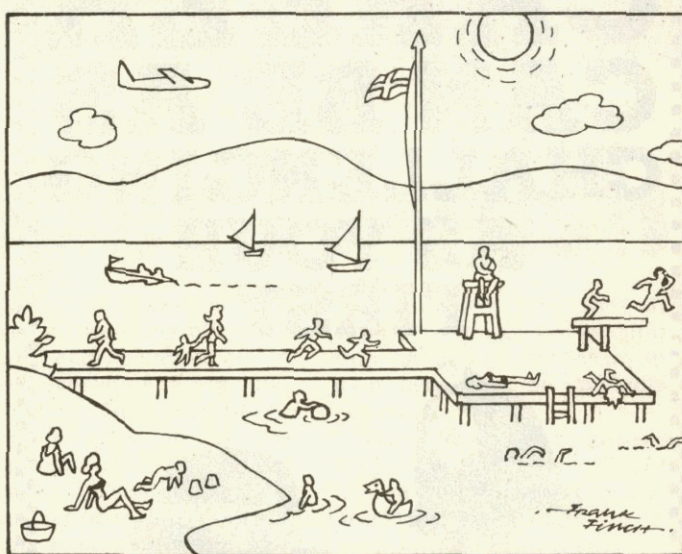
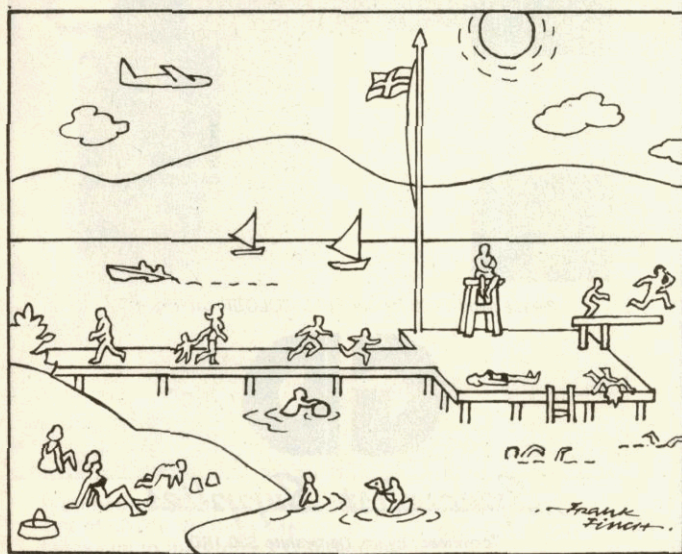
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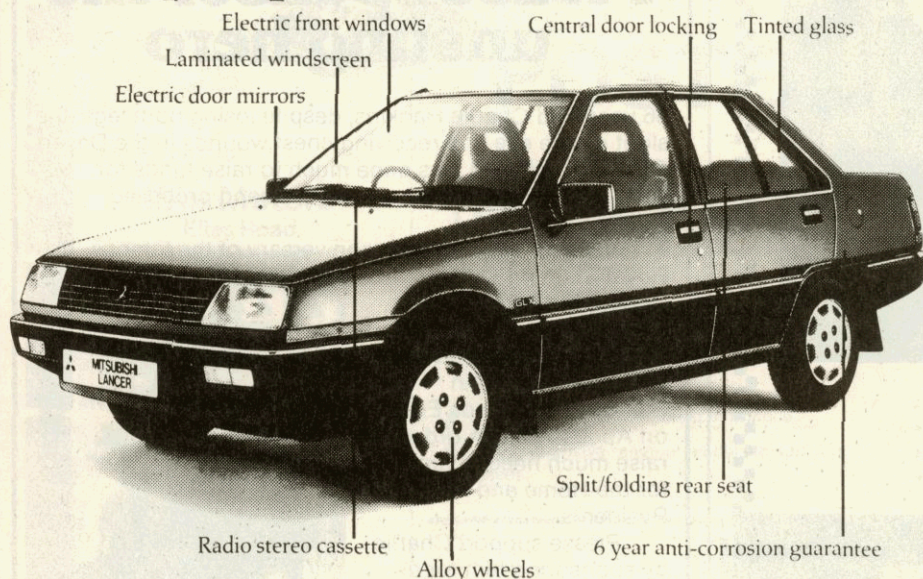
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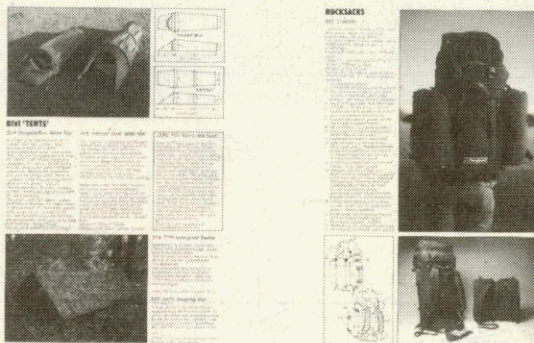
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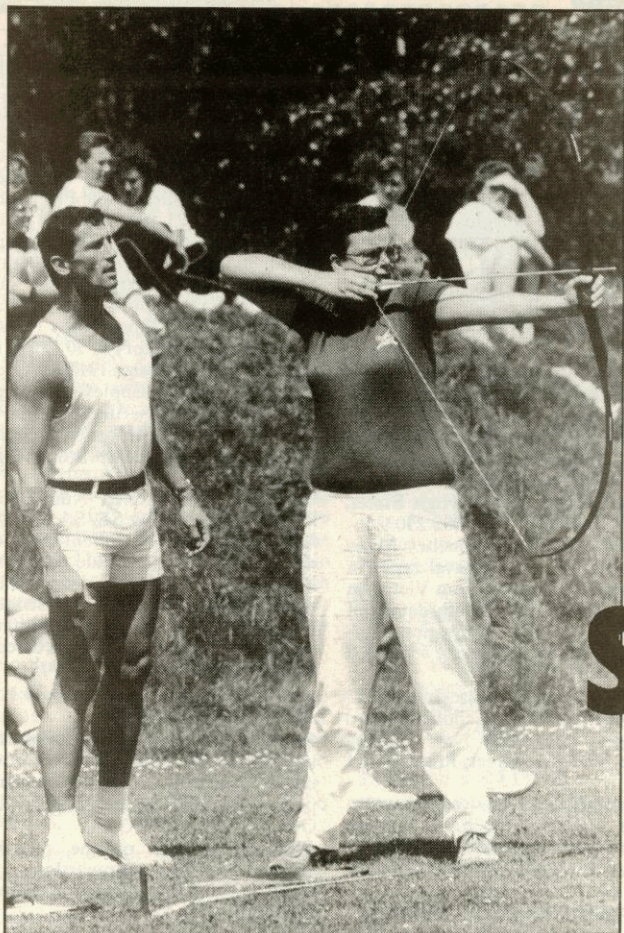
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Watched carefully by WO2 (QMSI) Peter Hunt, APTC, Cpl Michelle Whitney-May of the rifle shooting team takes aim in the archery competition



A pair of paddlers ruffle the sun-dappled waters of the Basingstoke canal during the AWSA Super Team canoe competition. See also inside back cover

Super Squash

A SQUAD of squash players carried off the Army Women's Super Team competition in Aldershot on June 15. Previous winners of the competition, which involves all of the disciplines covered by the Army Women's Sports Association, have been the netballers and the volleyball players.

Competitors took part in eight different sports, ranging from canoeing and archery to gym tests and an obstacle course.

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Pictures: Paul Haley

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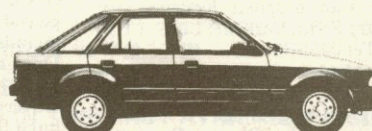
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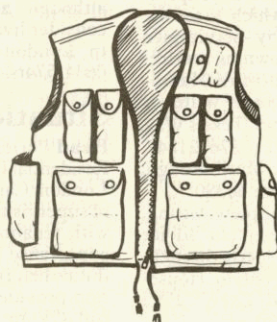
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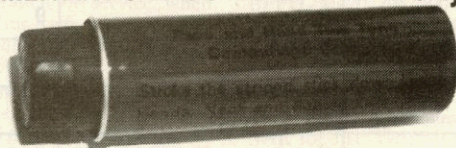
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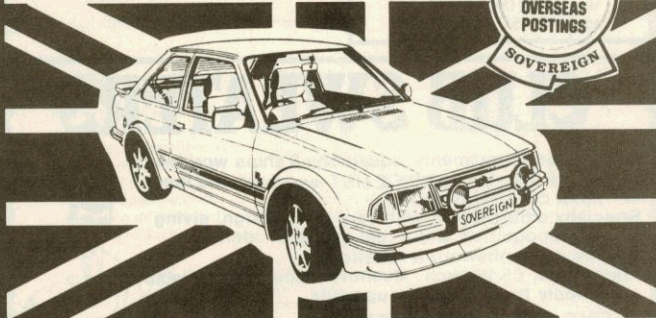


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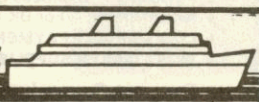
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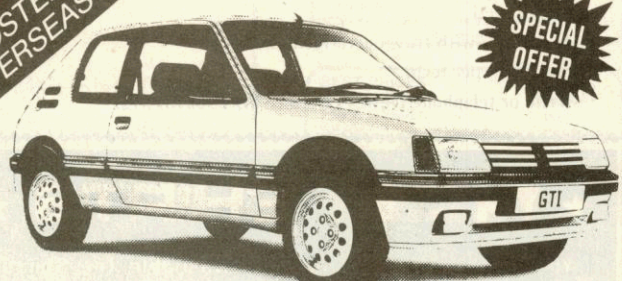
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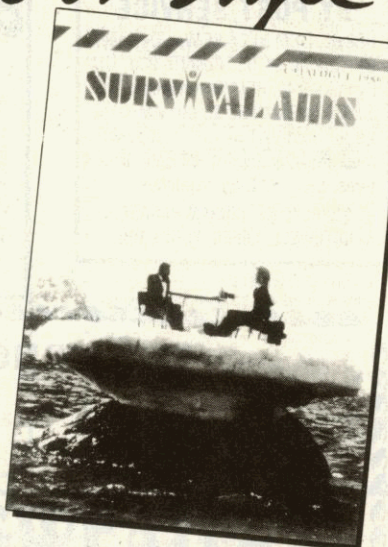
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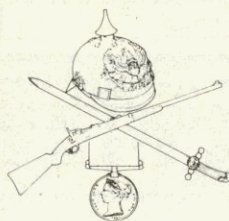
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Boardsailing

Priddle's prowess

SSGT Pete Priddle of SEE took both fleet prize and district trophy as overall champion at the South East District individual boardsailing championships held at Burghfield Sailing Club, near Reading.

In the lightweight fleet LCpl Reagan Hill WRAC from SEME, winner of the ladies trophy in 1984 and 1985, again made her mark by taking the trophy for the third time and by winning the lightweight competition.

For the 30 heavyweights, competition was far stiffer with the best five battling for position in all four races. Indeed they were finishing ahead of the lightweight fleet whose races were starting five minutes earlier.

LCpl Hill joined the heavyweight fleet for the final race to determine the overall champion but Pete Priddle crossed the line four minutes ahead.

The event was sponsored by *ACTIV* represented by Mrs Val Swanson who kindly provided a range of sailing accessories to supplement the district prizes.



OFFICER CADET Mike Ghent receives the Queen's Cup on behalf of the University of London Officers' Training Corps from Maj Gen Tony Walker, chairman of the Territorial Army Sport Board. The presentation took place in the Duke of Yorks HQ, Chelsea.

The Queen's Cup competition is open to all TA sub-units and is based on national and district sport events, including football, orienteering, cross-country, shooting, rugby, hockey and squash. Next year a marathon will be included. In all, 77 TA sub-units scored points in the competition.

Motor cycling

Army on trial in Scotland

DUNFERMLINE-based 153 (Highland) Artillery Support Regiment RCT (V) hosted the first Army in Scotland motor cycle championship at the old Dreghorn ranges on the Pentland hills south of Edinburgh.

The event attracted 66 competitors from as far afield as Hampshire.

The championship course consisted of a 3½ mile circuit with three stages, observed and timed observed stages and a time trial stage.

The Royal Navy team returned south with the Dan Air Trophy for best guest rider, while the Rennies of Dunfermline Trophy for runner-up guest rider was won by HMS Fife. The 8 Squadron RCT team from Aldershot took the Pickfords Trophy for the best regular team and the McCullochs Coaches Trophy for the best regular rider.

The Spirit of the Event Trophy (provided by Budget-Rent-A-Car) for the rider who through determination completes the trial but does not receive any other award went to LCpl Smith of 251 Sqn RCT (V) based at Troon.

● **REGULAR** and **TA** personnel wishing to enter the angling competition at Attenborough, Nottingham, on July 26 should contact WO2 Bob Costin or Cpl Tony Jordan on Chilwell Military ext. 3333/2011.

Hang gliders on the move

AFTER TWO years of effort by various OCs of the centre and other people associated with hang gliding in the Services, the Joint Services Hang Gliding Centre has finally moved from the flatlands of South Glamorgan to arguably the best hang gliding area in the UK, Crickhowell.

Since the AHGC assumed responsibility for hang gliding in all three Services and moved from Sennebridge in the winter of 1983-4 it has been based at RAF St Athan on the South Wales coast. Administrative support given to the centre by all ranks of the station staff at St Athan could not have been better and their friendly help will be missed.

However, the centre exists to promote and sustain hang gliding in the Services and to have it based 60 miles from its main flying sites presented continual problems.

It is now firmly established in Cwrt-y-Gollen, Crickhowell, the home of the Depot the Prince of Wales's Division, where it will remain even after the Depot has closed and the camp has become a weekend training centre.

The Joint Services centre runs about 40 basic hang gliding courses each year. They are designed to take a complete beginner up to the British Hang Gliding Association Pilot One standard in five stages. This should take five flying days but, due to the vagaries of the British weather, it has been necessary to make the courses 11 days long and most students now achieve their pilot one rating.

This means that they have been trained to a degree of proficiency where they should be able to join a local club on a hill site and, after discussing the peculiarities of the site with experienced club members, plan a flight and assess whether it is safe for them to launch or not.

Hang gliding has not yet been

admitted to the Joint Services Adventurous Training Scheme. This means that although everyone recognises that the activity is adventurous, it is not yet funded from the scheme. Grants are made available by various Service and charitable bodies for equipment and adventurous training expeditions but basic and continuation courses have to be paid for by the student.

Basic courses cost £25 per stage plus compulsory student membership of the British Hang Gliding Association, a total cost of £135. This is well below civilian rates and includes glider hire, transport costs and of course Service food and accommodation is provided. In the event of bad weather students only pay for the stages they have completed. Continuation training is currently £18.50 per day all in. Some regiments or corps will contribute towards the cost of these courses from sports funds.

As these grants can vary from £10 to the full cost, anyone applying for a course should certainly make enquiries. While the centre was based at St Athan very few qualified pilots returned at weekends or leave periods.

Now that the centre has moved up to Crickhowell it is already beginning to fulfill the aim of being the centre of Service flying, at least for UK pilots.

The newly qualified pilot who does not own a glider will find that the Joint Services Centre is about the only flying centre in the country which has a selection of hang gliders and associated equipment available for hire, and at very reasonable rates.

Details of courses can be found in Joint Service DCI 60/86 and any other queries about hang gliding in the Services should be put to: Joint Services Hang Gliding Centre, Cwrt-y-Gollen, Crickhowell, Powys NP8 1TH (tel: Crickhowell Mil ext 245 or 0873-810386 ext 245).

● SSgt Ballard (RE Dover) won the Army individual boat angling championship fished in the Nab Tower area of the Solent off Portsmouth. Runner up was Sgt Etteridge (ACIO St Albans), third was SSgt Vaughan (SEME Bordon), and fourth Cpl Arnold (JLB Shorncliffe). Best specimen was a 2lb dogfish caught by SSgt Fradley (SOUCT).

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Dukes' tribute to RFU chief

THE UNIQUE contribution to rugby made by The Duke of Wellington's Regiment was much in evidence when players past and present met at Kiwi Barracks, Bulford, for a dinner in honour of Brig Dennis Shuttleworth, the 78th President of the Rugby Football Union.

Hosted by the 1st Battalion, the response to the dinner from past Dukes who represented the regiment in the Army Cup or who went further in the game

was overwhelming.

Among the many noteworthy guests were Col EMP Hardy, Brig Shuttleworth's half-back partner for The Dukes, the Army and England; and Col Mike Campbell-Lamerton, who captained Scotland and the British Lions while serving with the regiment.

The current England side was represented by Flying Officer Rory Underwood RAF and the captain, Nigel Melville. Lt Gen Sir Charles Huxtable attended

as both Colonel of the Regiment and President of the Army and Combined Services Rugby Unions.

Also present was Arthur Keegan, captain of the GB rugby league side that toured Australia at the same time Col Campbell-Lamerton was leading the British Lions in New Zealand. Two captains of rugby sides from the British Isles at the same time and from the same regiment was a remarkable achievement.

HANDS UP the blockers! The Army attempts to thwart an opposition attack

Volleyball

Didn't we do well!

FOR THE first time the Army has got among the medals in the Inter-Services volleyball knock-out tournament.

And they have at last ditched the dreaded wooden spoon that had the appearance of becoming a permanency in their care.

Their 3-1 win over the Royal Navy at RAF Halton also put a stop to talk of their attendance in the three-way event as being only to make up the numbers.

"We're on our way," said Army Volleyball Association secretary **Maj Gordon Walker**, who writes:

Right from the start in the first match against the Navy the lads hit top form.

Coach Cpl Bill Lomas was all smiles as setter LCpl Richie Snelgrove popped the ball into precise positions for hitters Cpl Bob Nagy and LBdr Richard Gurney to power it into the Navy court, while SSgt Stuart Monton alternated between pressure strikes and clever dumps which had the opposition baffled.

Sgt Mick Birchall and Cpl John Wheeler justified their trip over from Northern Ireland by switching from brilliant defensive play to penetrating attacks. Sub LCpl Cliff, too, showed true potential while on court.

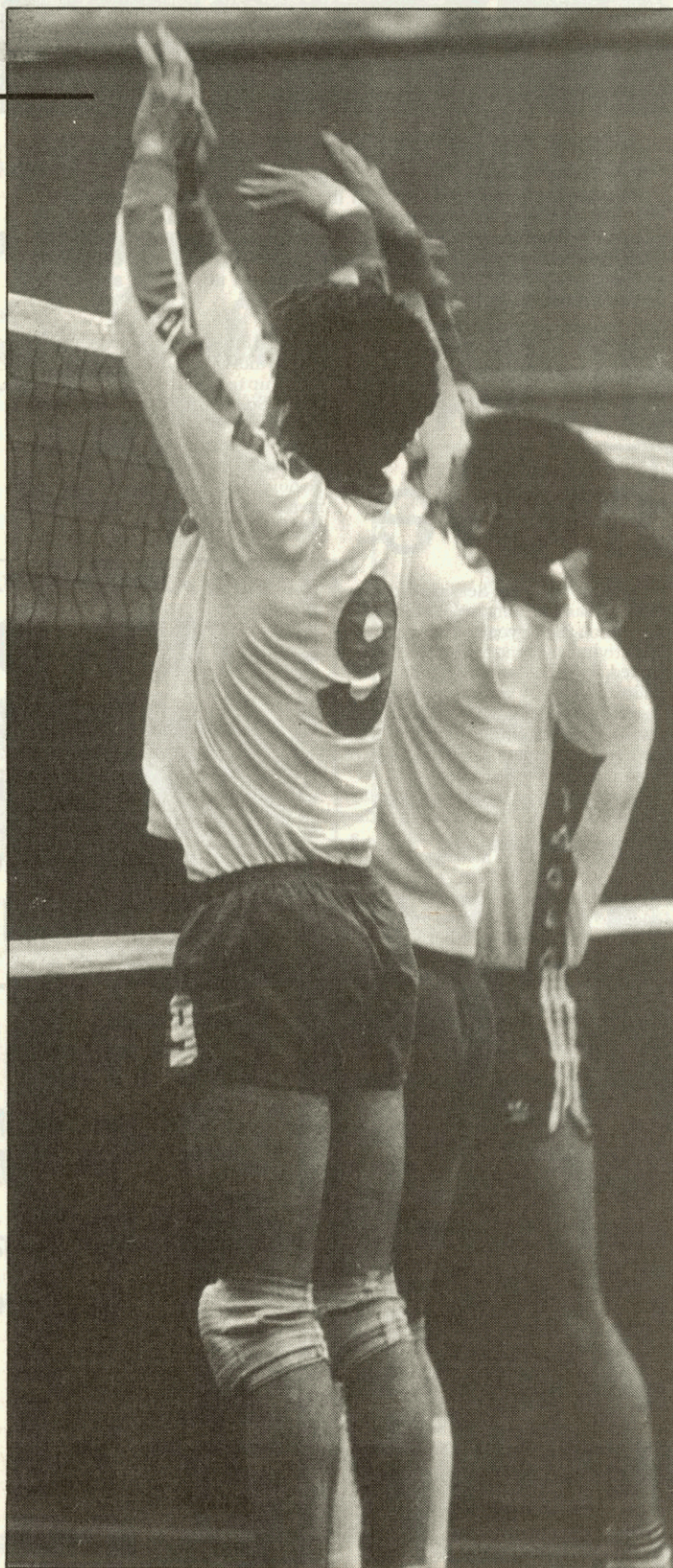
But it was a different story against the RAF — the reigning champs — who bombed us into submission with a three-nil defeat.

But at least we got off the bottom rung in the tri-Service league and collected our first "gongs."

Now the search is on for new talent to produce a squad with strength in depth so the Army can knock the RAF off their perch next year.

Meantime, a full 15-match fixture list is being arranged between September and next March in the national league as well as the Services tournaments and numerous fun games.

Anyone who thinks himself good enough for a place in the Army side should contact AVA coach Cpl Bill Lomas RMP, 158 Pro Coy, Bulford, or the secretary AVA, Maj G. Walker ACC, at HQ ACC Training Centre, Aldershot.



Badminton

GREEN IS A TRIPLE CHAMP

THE ARMY and WRAC enjoyed their most successful performance in the 39 year history of the competition at the Inter-Services badminton tournament held at HMS Sultan, near Portsmouth.

In the team competitions, the WRAC beat the WRAF by eight matches to six and the WRNS by 12 matches to two to lift the trophy for the first time in nine years. They were led by team stalwarts Sgt Vida Walker and Cpl Judith Haynes who won all their matches, including a decisive victory over the previously undefeated WRAF number one doubles pair.

Newcomers LCpl Una Andrew and LCpl Jackie Leonard made an impressive debut by winning all but one of their matches.

The ladies then combined with the men to win the mixed doubles for the Army for the first time.

In the individual tournament, the Army again enjoyed considerable success. Capt Roger Green RAMC retained the men's singles title for the fourth successive year, defeating the Navy number one player in the final in two close sets. In the ladies singles, Judith Haynes showed much skill and determination to win the title for the third time in four years.

The men's doubles title was retained by Roger Green and Cpl Chris Fetherstone for the second successive year (and the fourth for Green).

Finally, the mixed doubles individual title was won by an Army pair for the first time by Roger Green and Una Andrew giving Capt Green a share in all three individual titles — the first time this has ever been achieved in the competition.

The Army won a grand total of six out of the nine trophies competed for during the week, a superb achievement in a sport which in past years has been dominated by the RAF.

Scottish Rally

REME leads the way

FIVE out of six Army Land-Rovers completed the gruelling Lloyds-Bowmaker Scottish International Rally.

Three of the ½-ton GS vehicles came from BAOR, three from the UK. A clutch failure caused the only retirement.

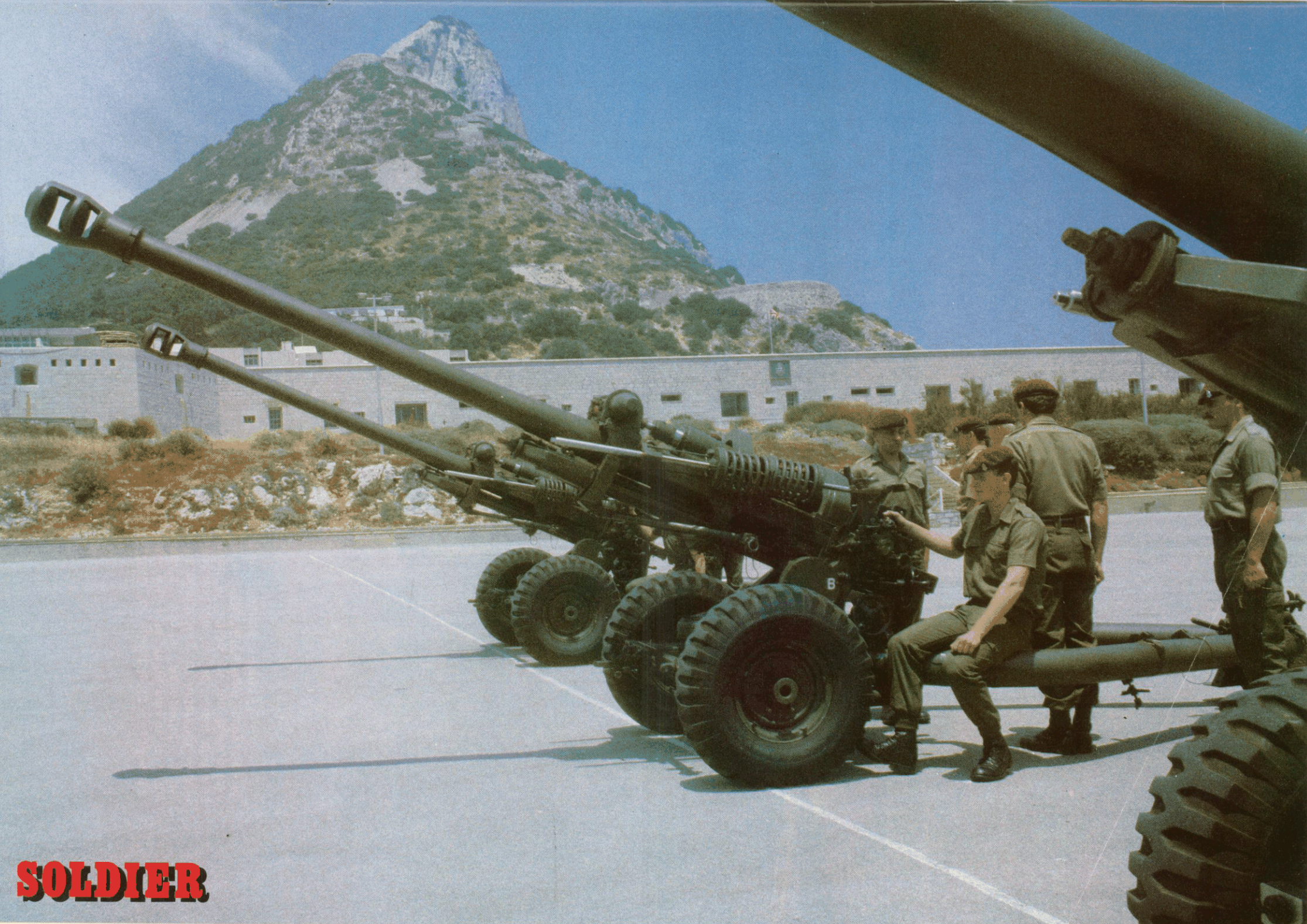
Best-placed Army crew, and sixth overall in their national class, were Cpl Derek Harden, serving with 109 Fd Wksps Airborne Brigade, and Sgt Nick Parry of 41 Sqn RCT Wksps. Both men are from REME.

REME crew from BAOR took the team prize. They were SSgt Ray Lupton and WO2 Cliff Price, and Cpl Ian Barley and Maj Graham Fox.

● LT Bob Herring from the Royal Military College of Science at Shrivenham became a double champion when he won the Army's first triathlon competition. Last year he won the Royal Navy championship.

STRIVING for speed is Lt Alison Mann, WRAC, who was taking part in the Army Women's Sports Association Super Teams competition at Aldershot. Alison represented the canoe squad and was pictured in action on the Basingstoke canal by SOLDIER's Paul Haley. See report and pictures in Page 41.





SOLDIER