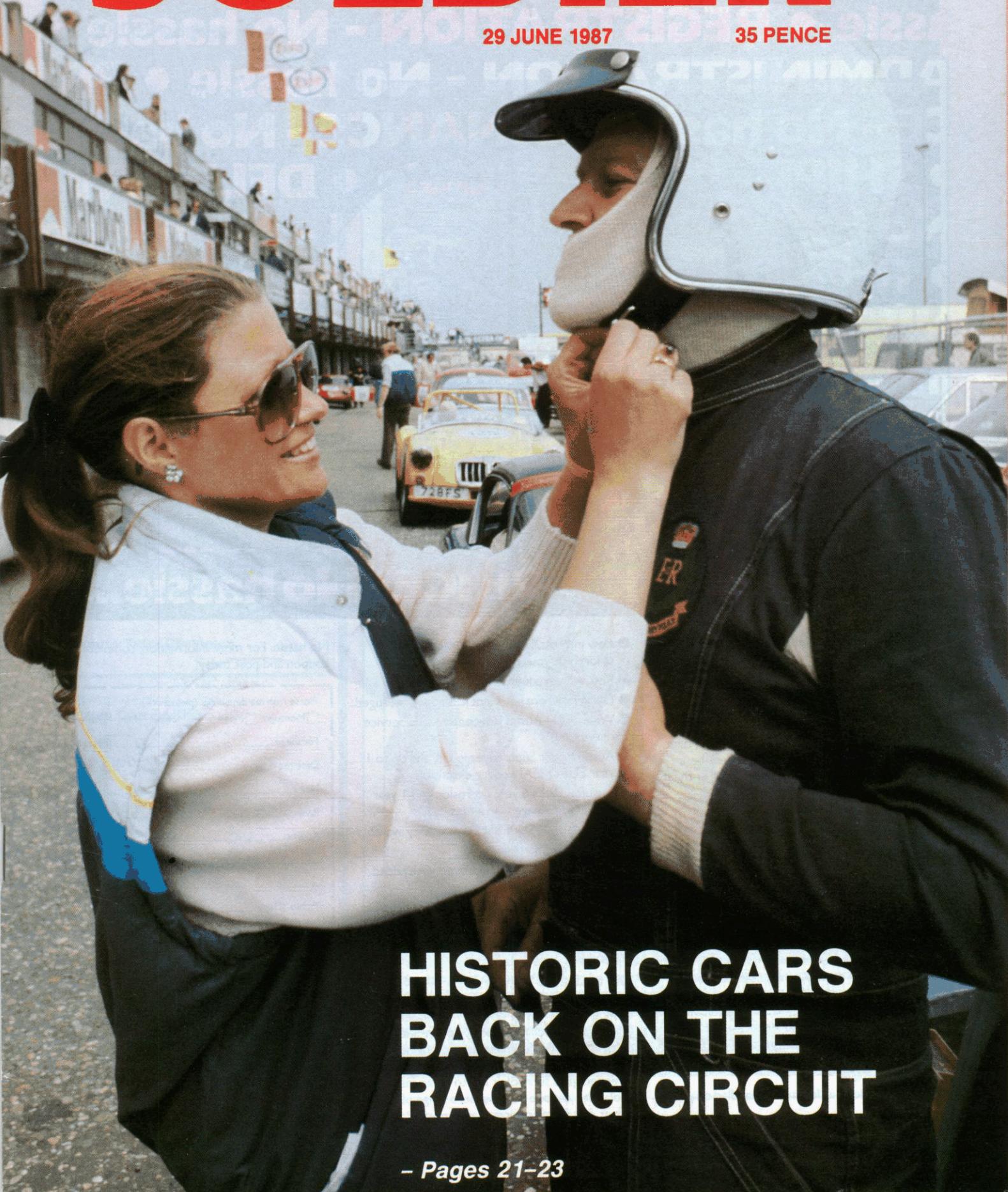


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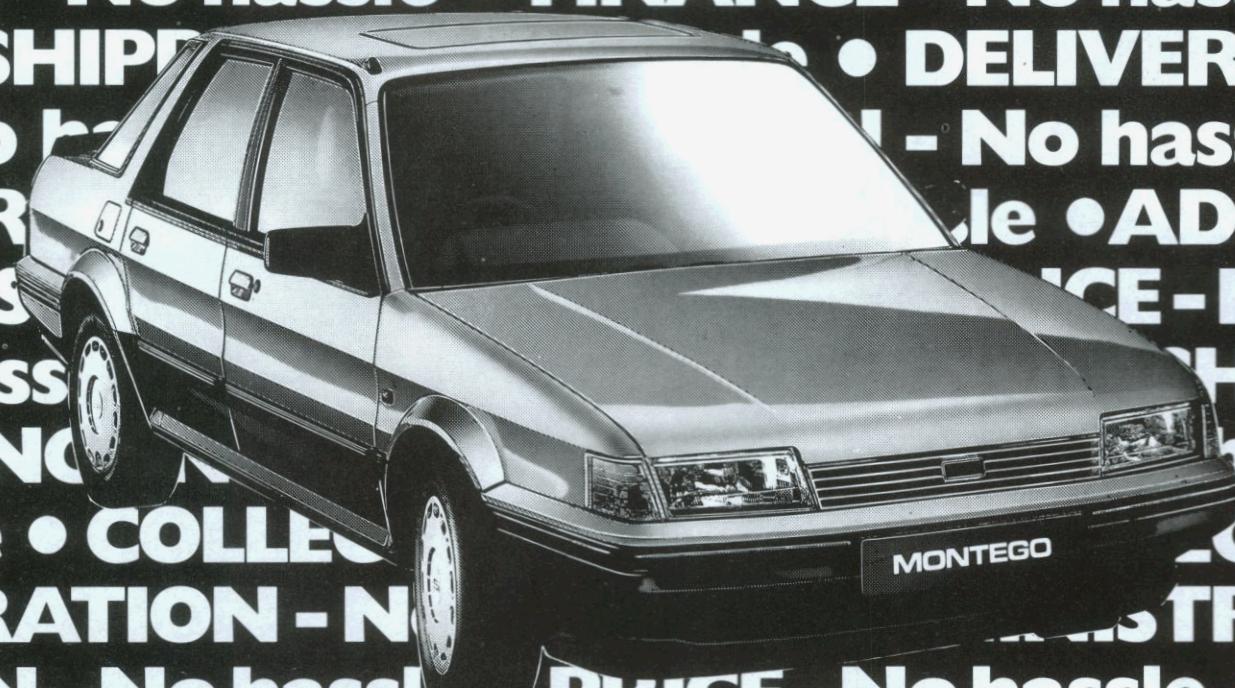
# SOLDIER

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**FRONT COVER:** A helping hand from girlfriend Anne for Capt Fred Boothby, RMP, as he gets ready to tackle the cream of Europe's historic racing car drivers at the Zandvoort circuit in Holland. See pages 21-23.

Picture: Terry Champion

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# SOLDIER

THE MAGAZINE OF THE BRITISH ARMY  
incorporating the Territorial Army magazine

NEXT  
ISSUE



**Bedouin troops of the Jordanian Armed Forces Desert Patrol parade before King Hussein in Amman for the annual commemoration of the Great Arab Revolt and Army Day. SOLDIER has visited the desert kingdom to see its Armed Forces in training. A special feature will appear in the next issue.**

# LETTERS

Write to:  
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## Malta clasp would be appreciated

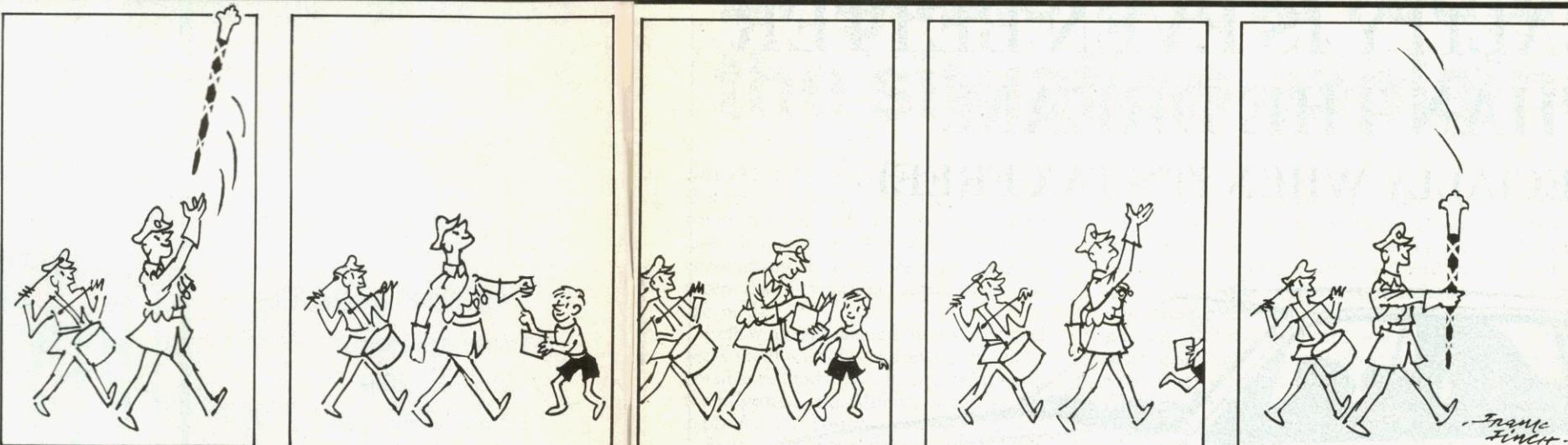
I am an ex-sergeant of the Royal Hampshire Regt but am still involved with R Hamps Comrades Association in Winchester.

From 1941 to 1943 thousands of troops were stationed in Malta. During this period we were under heavy bombing and siege.

What interests me is why the island was awarded the George Cross and the military who

served there never received anything for defending the island. Surely a clasp could have been struck.

I received a Defence Medal; a clasp attached to it would have been appreciated after what we all put up with during that period. — Ex-Sgt F Kisby (1st Bn R Hamps Regt, 1 Section, HQ Coy Malta), 162 Cranbury Road, Eastleigh, Hants SO5 5HL.



## Mistaken identity

In SOLDIER (June 1) you published a very good photograph of vehicles stored on a German autobahn after the Second World War. However, you refer to the vehicles as being "American trucks" but as far as I can see most of the vehicles are Daimler scout cars.

This type of vehicle was entirely British and came into service around 1942, serving with the Regular Army up to

the early '60s and with the TA up to 1966.

To the left of the picture there appears to be at least one AEC armoured car which again was a British vehicle, diesel engined with a 75mm gun. Again, this came into service about 1943 and went out of service about 1960. — Col W F Gillespie, Northern Ireland (full name and address supplied).

## Far East Guards

Reference the letter (SOLDIER, June 1) from G H Williams. He is almost correct. In fact, the 2nd Battalion Coldstream Guards served as part of the Shanghai Defence Force in 1927-28. They were

"It should never be objected to a drum major that he is too great a coxcomb (a vain, showy figure); such an appearance is rather to be encouraged providing it does not exceed the bounds of proper respect to his superiors. His drum and appointments should tend to promote that character and it is absolutely necessary for him to strut and think himself a man of consequence when marching at the head of his drummers".

This description of how a drum major should be regarded certainly does not apply to drum majors of today's infantry.

**PRIZE LETTER**

I have never seen so many cold and impersonal figures positioned at the head of a Corps of Drums or a Band of the Infantry of the Line as those being turned out from the All Arms Drum Majors Courses.

They behave as if they were wound up at the beginning of the parade, to execute movements by clockwork, no

# What about the swagger?

emotion being shown at all. How very different from the proper drum majors of the pre-1970s when staffs (maces) were twirled and spun, thrown and caught — when they really were coxcombs!

What do we see now? We see someone who has no style, no personality and no idea of when to "cut off"!

We see someone who has failed to grasp the importance of the wording of the introduction for "Drill for Corps of Drums, Chapter 4 of The Drummers Handbook", which states: "The detail in this chapter is not intended to countermand the individual tradition of regiments but is

given as a guide and to provide a standard drill for use when bands are drums of different regiments are massed."

In other words they are not required to stop twisting, twirling or spinning their staff or mace when leading their Corps of Drums or regimental band, only when massed, when the standard signals and movements as accepted in recent years, are to be used.

My reference to drum majors not being able to cut off playing is prompted by the frequency of bandmasters positioning themselves behind the drum major when marching.

The bandmaster should never be allowed to place

himself there when a drum major is leading the band. Have you ever seen a Director of Music of the Household Division marching behind a drum major? The answer is no! However, I can understand why the bandmaster does, and it is up to the drum major to be competent to understand music, and the complete detail of every parade he is on. When in front he must be in control.

When is a drum major not a drum major? The answer can only be: "When the bandmaster has to do his job for him."

Come on drum majors, let us see a bit more style, command and control.

This letter is not intended to infer that the drum majors of the Household Division are guilty of such practices.

I respect their ability and knowledge based on sound traditions which are different to those of line regiments. — Maj J A Barrow, President of the Sergeants' (DERR) Past and Present Dinner Club, 26 Ladysmith Road, Lipson, Plymouth, Devon.

Maj Barrow's views are unlikely to go unchallenged. We are sending him our prize book to tide him over until the replies come flooding in! — Editor

## REUNIONS

• Hong Kong, Singapore and Ceylon (RA) Association's reunion will be held in Eastbourne on Sept 26. Details from secretary D A Knight, 23 Atlas Gardens, Charlton, London SE7 7TB.

• A reunion is planned of Col S Gill's squad, Coldstream Guards (Caterham, Nov '38-March '39). Contact Eric Rogers, 20 Ullswater Road, Handforth, Wilmslow, Cheshire SK9 3NQ, tel 0625-53207.

• The Staffordshire Regiment (The Prince of Wales's) annual reunion dinner, will be on September 12 at Whittington Barracks, Lichfield, Staffs WS14 9PY. Tickets available from branches of the regimental association.

• WO2 "Bill" Sykes, ex-Water Transport (RASC/RCT), 1 of W and Hong Kong, wishes to trace SSgt Geoff Elliott and WO1 Ron Theobald (later REME), and other friends and military acquaintances from 1950-64. Address 102 Malvern, Coleman Street, Southend-on-Sea, Essex SS2 5AD.

• Mr D A Knight, 23 Atlas Gardens, Anchor and Hope Lane, Charlton, London SE7 7TB, 67 (Suffolk) Med Regt (NW Europe 1944-50) and REME/AER 1950-63, is anxious to hear from former comrades.

## Hackled off!

Could you please explain the reason the fusiliers of 3RRF photographed at a vehicle checkpoint in Cyprus (SOLDIER May 18) are wearing their hackles and cap badge over the right eye, and their berets pulled down to the left of the head. — C P Dickens, 196 Foxleydiate Crescent, Redditch, Worcs B97 6NS.

We hoped you wouldn't notice. The picture was inadvertently reversed! — Editor

# Super sapper

Latest winner of SOLDIER's HOAY competition is Sapper A Phipps of 179 Barnsole Road, Gillingham, Kent ME7 4JH. Well done Sapper Phipps, there is a cheque for £50 speeding in your direction. There is another chance to win £50 in this issue if you can "spot the differences" on Page 39.

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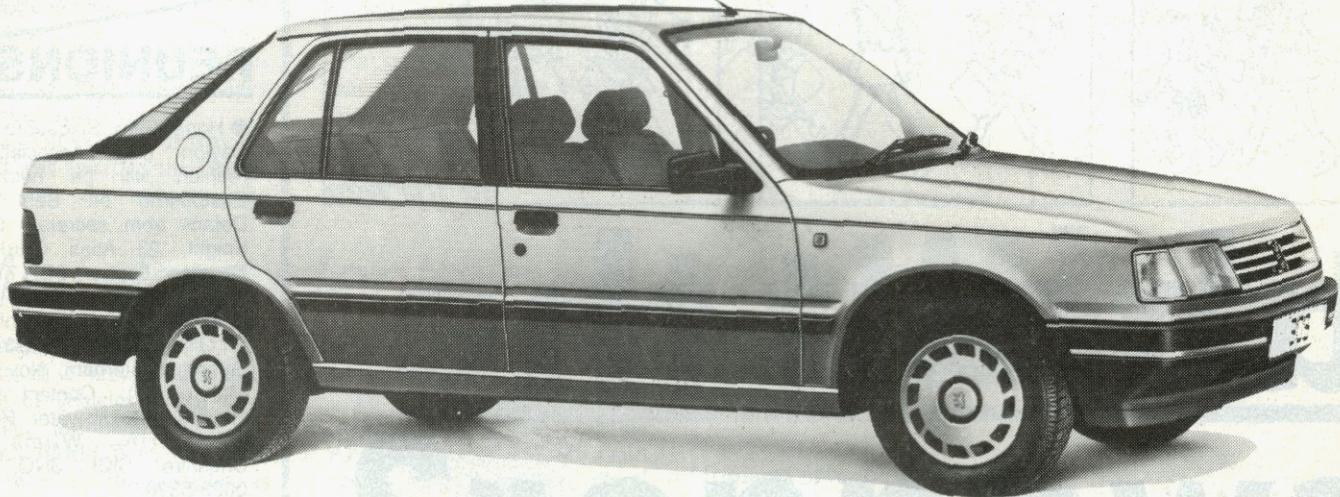
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# Brigadiers and redundancy: the situation explained

BRIGADIERS promoted before April 2 this year will not be subject to retirement before the age of 55 but those promoted after that date and for whom no future appointment can be foreseen have to accept that they may not serve beyond the age of 52.

Following speculation in the national press about a surplus of senior ranks and a possible redundancy scheme, particularly for brigadiers, the Military Secretary has explained the position.

Before his appointment as Military Secretary last October, Lt Gen Sir Patrick Palmer chaired a team which investigated the existing officers' career structure.

One of the team's recommendations was that in future brigadiers for whom no further employment can be foreseen, may be retired before reaching the age of 55.

It will be up to the selection board to decide those to be retired, and in order to minimise the effect on an officer's pay and pension position, the board will exercise great discretion and will seek to avoid retiring any brigadier before the age of 52, after which point he realistically ceases to be eligible for promotion to major general.

This recommendation has been accepted by the Executive Committee of the Army Board and will affect all brigadiers promoted after April 2 this year.

It is envisaged that only three of four officers could be affected each year out of a total of 215 brigadiers currently serving.

Brigadiers promoted before April 2 will not be affected by this change in policy and their conditions of service are safeguarded. However, should it prove possible to negotiate a compensation scheme with the Treasury, consideration may be given to retiring some of these brigadiers early. This would again be at the discretion of the selection board.

At this stage the chances of obtaining a compensation scheme are not clear and therefore no plans exist to retire brigadiers who may be involved.



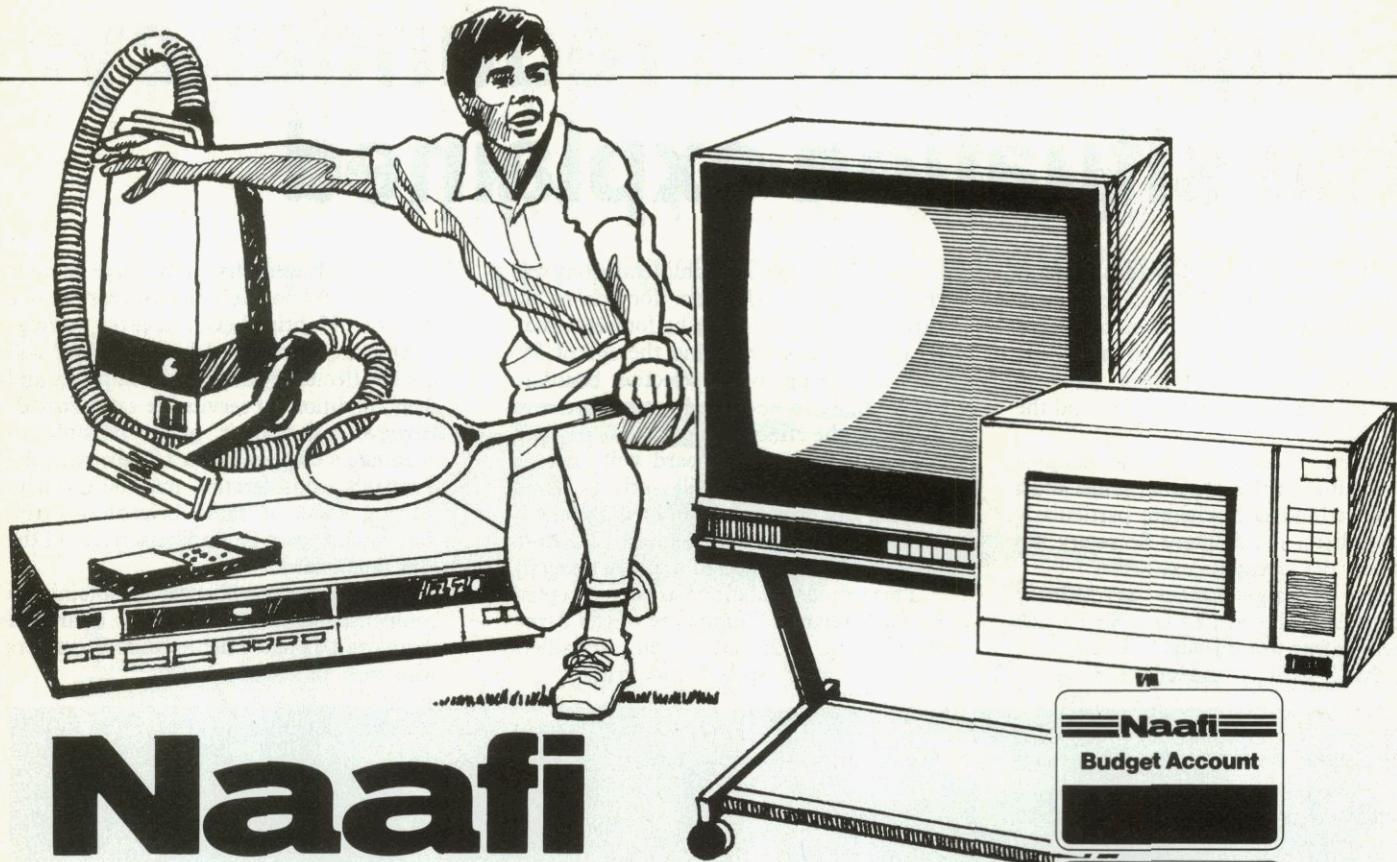
That'll need a stitch! Wives of 1Bn RRW under instruction during bayonet drill at Lemgo

## What Welsh maidens are made of...

SNAKE, snails, frogs legs and worm omelettes were included on the menu when 24 wives of members of the 1st Battalion The Royal Regiment of Wales "volunteered" for a physically demanding 35 hour exercise.

Based at Lemgo, Germany, the wives took part in Exercise Welsh Maiden to give them an insight into the problems faced by their husbands – and to have some fun.

But the programme of infantry tasks arranged by WO2 Pete Griffiths and his training team ensured that the wives were given a tough introduction to the arts of soldiering. During the exercise, based mostly in Biesterberg training area, the wives had to carry webbing and weapons everywhere, endure CS gas and a night patrol, and take part in live firing and bayonet fighting.



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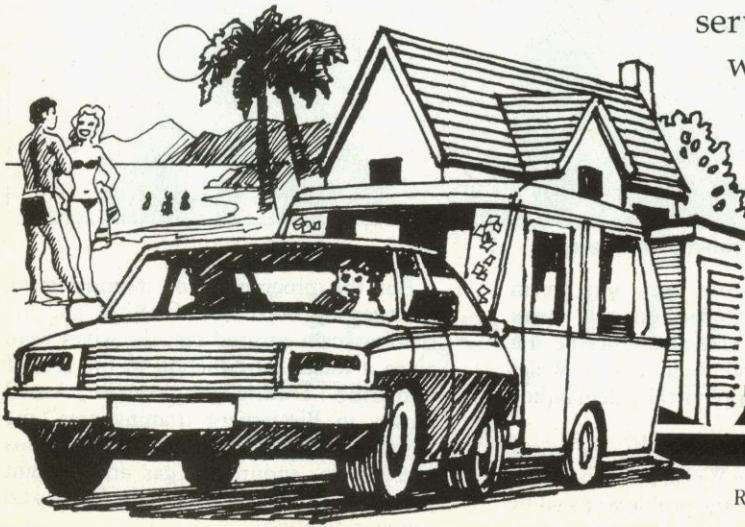
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# President salutes The Black Watch!

KILTS streaming in the breeze, the men of Charlie Coy, 1st Bn The Black Watch, came face to face with the world's media at a high security welcome for President Reagan at Berlin's Tempelhof Airport.

Part of a tripartite military guard of honour made up of British, American and French soldiers, the highlanders looked immaculate in their ceremonial dress and drew an appreciative salute from the President during his inspection.

Accompanied by his wife, Nancy, President Reagan was making a short five hour visit to Berlin as part of the city's 750th anniversary celebrations.

It was the latest in a hectic round of ceremonial events for 1BW who arrived at Montgomery Barracks, Berlin, in March.

"We stepped on the roundabouts when we arrived and have not got off since," said one Jock.

Coming from Edinburgh, the battalion was already accustomed to being in the public eye, and the men of Charlie Coy did

not hang up their No. 2s for long on departing from Tempelhof.

The following day they joined almost 3,000 troops of the three Western armies in Berlin for the Allied Forces Day Parade, the annual Berlin military spectacular which this year included 65 tanks and 130 other tracked and wheeled vehicles.

Details of the parade, and of several British units based at Berlin, will be featured in a forthcoming issue.

**Black mark:** The soldiers pictured cheering the Queen during the birthday parade in Berlin (June 15 issue) were from 1st Bn The Black Watch, not 1st Bn The King's Own Scottish Borderers.

## Princess in N Ireland

IN a one-day combined military-civilian visit to Northern Ireland, Princess Alexandra, Deputy Colonel-in-Chief of 1 LI, visited the Omagh-based battalion's operational area in Fermanagh before an event with the Guide Dogs for the Blind at Hillsborough.

The Princess was met at Aldergrove by CLF Northern Ireland, Maj Gen Bob Hodges, and flew by helicopter to Omagh.



A GI teaching guardsmen drill? It cannot be true! But it is, and here's the proof. Cpl Jim Willard of the United States Army has been attached to the 1st Battalion Coldstream Guards in Hong Kong to train a selected 34-man contingent in the foot and arms drill they will be using during a ten week tour of duty in South Korea with the United Nations Command Honour Guard.

## Grenade paras praised

SWIFT action by two Aldershot-based paras saved themselves and two recruits when a live grenade landed six feet away during a practice throw.

Lt Tim Reilly and Sgt Stephen Lewis were supervising the practice at Sennybridge training area, when a recruit failed to clear a low earth bank with his throw.

With just seconds to act both instructors dragged the young soldiers to the ground throwing themselves on top of them before the bomb exploded. Nobody was hurt.

Now, because of their "quick thinking, courageous and unselfish actions," they will receive a presentation from General Sir Geoffrey Howlett, C-in-C Allied Forces Northern Europe, during Airborne Forces weekend in Aldershot.

## Yeomen on move

SOLDIERS of The Royal Yeomanry, a TA unit equipped with Fox, Spartan and Sultan, have just spent a weekend exercising in Oxfordshire, Gloucestershire and Warwickshire as a training work-up for a BAOR formation exercise in October.

As an armoured recce regiment, the 20-year-old unit comprising five squadrons supports 2 Infantry Division when required in the 1 (BR) Corps area.

## Exercise deaths

TWO soldiers from BAOR-based 40 Fd Regt RA were killed on exercise in Canada when their tented sleeping accommodation was run over by a medium wheeled recovery vehicle.

WO2 Trevor Smith (32), married, and LBdr Matthew Charles Walters (21) single, were both based at Hohne, Germany, and were among 1,000 British soldiers taking part in Exercise Simex 87.

## Home Sentinel

UNDER the codename Exercise Home Sentinel, 500 men serving with the seven North East companies of the Home Service Force whose headquarters are at Catterick Garrison, Newcastle upon Tyne, York, Huddersfield, Bishop Auckland, Leconfield and Hull, have been defending simulated vital installations on Army training areas on the North Yorkshire moors against attack by enemy saboteurs.

**BIG** smiles from Signal Officer-in-Chief Maj Gen Paul Alexander and Sgts Sid Hartshorn (left) and Ken Harrington who had just received from the general certificates for long service with 67 (The Queen's Own Warwickshire and Worcestershire Yeomanry) Signal Sqn (V) at Stratford-upon-Avon.

Sid served in the RAF from 1954-1958 and joined the QOWWY as a trooper in 1967. He is a founder member of 37 Sig Regt's recruit training team. Fellow sergeant Ken is a former Regular with the RRF and joined the squadron in 1975. He, too, is one of the training team. In 1984 he underwent emergency coronary bypass surgery, but within six months was passed fit to continue his TA service. No wonder he's smiling.

## Something to smile about



SGT SID HARTSHORN, MAJ GEN PAUL ALEXANDER, SGT KEN HARRINGTON: long service smiles

## Why the major stayed

RETired Maj Arthur Newlove, whose half-century of service was extended to allow him to oversee completion of a near £15 million project which he had nursed from inception, had pride of place among the VIPs when the Army's newest barracks were officially opened at The Dale, Chester, by Lord Leverhulme, Lord Lieutenant of Cheshire.

Maj Newlove, ex-REME, served as project officer throughout the 10-year planning and construction period for The Dale and its sister barracks at Weeton, near Blackpool. Based at Headquarters North West District at Fulwood Barracks, Preston, his service was extended well past the



Lord Leverhulme, Maj Newlove  
Seeing through a £15m project

normal Civil Service retiring age so that he could complete the task. It also allowed him to complete more than 50 years of service to the British Army, first as a serving soldier and finally as a civil servant.

"It's 70 miles from Preston to Chester and I've been doing it twice a week since The Dale was a twinkle in the architect's eye," said Arthur after the opening. "I reckon I've worn my own private groove in the M6!"

## Medal time for Paul



A LSGC medal for SSgt Paul Smith and congratulations from Capt Max Kohler, CO of HMS Daedalus, Lee-on-Solent. Paul is an aircraft artificer and works with the Navy at Daedalus as a member of the tri-Service mobile aircraft repair unit.

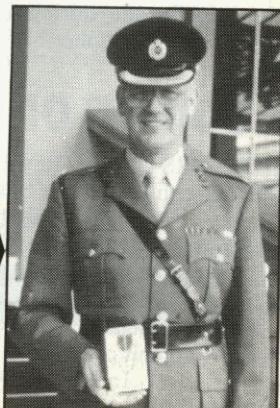


TOM AND JACK: together again

## Palace visit for sapper major

Maj Wally Scott RE, has built airfields in Aden and Belize, highways in Thailand, South America and Malaya, put up cables for ski lifts in Bavaria and helped out with the aftermath of a hurricane in British Honduras.

He has also served in Northern Ireland and the Falklands and is currently based in Germany with 35 Engr Regt. But that's not all, for just a short time ago he went to Buckingham Palace to receive from the Queen the MBE.



## 'Hello, Dad' after 35 years

FOR 35 years Sgt Tom Lambert had no idea where his father was or what he looked like.

The last time he saw him was 1952 when his family split up and his parents went their different ways.

Now he has found him, thanks to the persistence of his wife, Jane, and the DHSS pensions office.

Tom, of the Depot and Training Regiment RCT, Aldershot, took a call from the department who said they had someone who fitted the description.

Then followed a phone call from his father, Jack, who was living in Birmingham and a family get-together ensued.

Tom discovered that he'd more or less followed in father's footsteps by joining the Army, except that Jack had served with the Suffolk Regt 12th of Foot in the 1939-45 war and earlier on the North-West Frontier.

Although Jack is crippled with arthritis and Parkinson's Disease he is still active and keen to hear from any of his old unit.

# Wilton welcome for the general

A quarter guard of WRAC snaps to attention as Gen Sir John Chapple arrives at Wilton to take up his appointment as Commander-in-Chief UKLF. He succeeded Gen Sir James Glover who retired.

Gen Chapple started his military career as a National Serviceman in 1949 leaving after two years to go to Cambridge to read Modern Languages and History.

Three years later, with his

degree secured and a good deal of time spent in TA units and the university OTC, he joined the 2nd King Edward VII's Own Gurkha Rifles (The Sirmoor Rifles) serving with them during the Malayan Emergency.

Courses and promotion quickly followed and 1965 saw him joining the 1st Battalion of his regiment and a return to the Far East in Borneo. Two years later he was appointed

Brigade Major of the Brigade of Gurkhas.

From 1970-1972 he commanded the battalion in Singapore and Hong Kong with a Staff College appointment following.

He then returned to Cambridge University as a Services' Fellow and then at the MoD for two years until 1976 when he took command of 48 Gurkha Infantry Brigade.

More top jobs followed... in

1980 he was promoted major general becoming CBF Hong Kong; in 1982 he became Director of Military Operations with membership of the Defence Reorganisation planning team; in 1984 he became Deputy Chief of the Defence

Staff with responsibility for, among other things, pay and conditions of service for all three Services.

He took over as C-in-C UKLF at the beginning of this month.

He is a life Fellow of the Zoological Society, the Linnean Society and the Royal Geographical Society. He is on the Council of the National Army Museum and is chairman of the Society for Army Historical Research. He is also active in various organisations connected with wildlife and conservation, including the World Wildlife Fund.



GEN SIR JOHN CHAPPLE: from National Serviceman to Commander-in-Chief UKLF

Like father, like son... Shorncliffe's top junior leader last year was JRSM Julian Davies. He was captain of rugby and an all-round sportsman. Now he's joined 1 RWF in NI where his father has just taken over as RSM.

## PEOPLE

### YORKED!



This is the real Duchess of Kent. In our last issue we called her HRH the Duchess of York. "How did you manage that?" we've been asked many times since. Answer: very easily. You see the Duchess of Kent was visiting York (see the last issue for details) and Kent became York if you see what we mean. In cricket parlance we were well and truly yorked! Apologies to the royal ladies and to everyone else concerned. Photo Yorkshire Evening Press.

### MOLLIE CHIPS IN WITH A LAUGH!



MOLLIE SUGDEN, PTE HEATH SEDGEWICK: service with a smile from Mrs Slocombe

AT first glance it looks as though Pte Heath Sedgewick has a handful of chips. But of course he hasn't.

It's just that the camera hasn't revealed the scoop held by actress Mollie Sugden of *Are You Being Served?* fame and countless other TV shows.

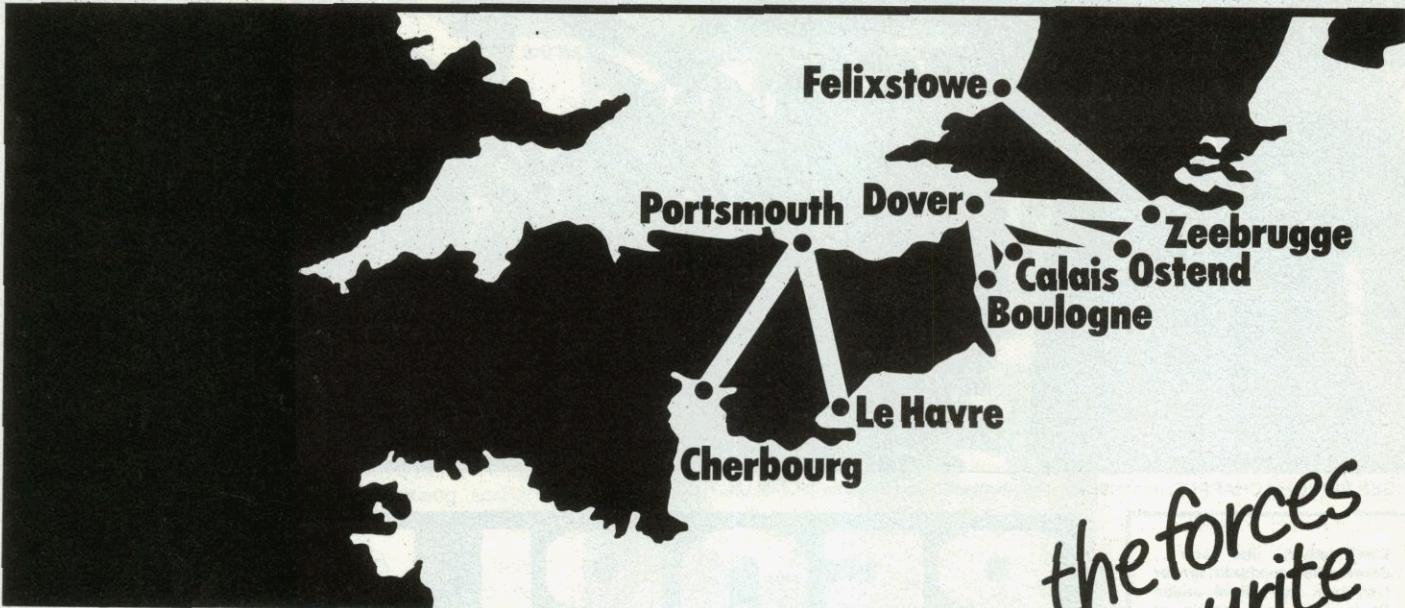
Mollie, who according to her agent is a Yorkshire lass from Keighley, was visiting the 1st Battalion The Queen's Lancashire Regiment, currently on an emergency tour in West Belfast, to see for herself what life is like for the lads in Northern Ireland.

And just to show that she can still dish it out like Mrs Slocombe from *AYBS?* she scooped up a welcome plate of fried spuds for the young squaddie. Ee by gum, that'll do thee good, lad!



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## Video stars

There can be no doubt about it – members of the Royal Military Police CCTV studio are stars at making videos.

They have been awarded the prize in a competition, sponsored by the Director of Army Training, for making the best video production of 1986. And they have won the competition three times in the past four years!

Nearly 20 Army teams with video production facilities from throughout the UK took part in the competition.

RMP's winning entry was called *Evidence Awareness* and was an all-arms guide to the handling of evidential matter while assisting RUC searches in Northern Ireland.

## A grave development

*It will not be any comfort for soldiers to know that the United States Army is evaluating a gravedigging machine to meet the requirement of digging a grave every 15 to 20 minutes.*

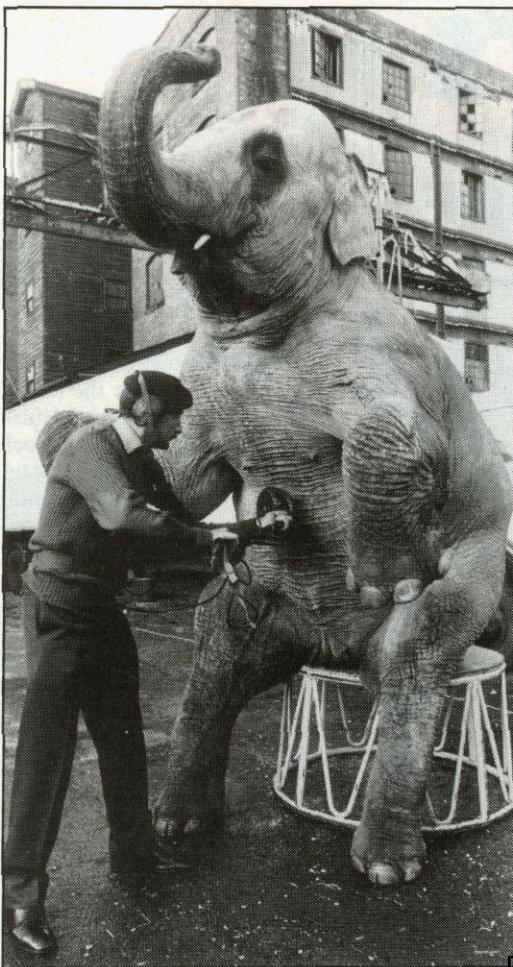
Studies have apparently shown that the rapidly changing fluid conditions of future warfare may require temporary cemeteries and that existing gravedigging equipment would not work fast enough.

## No idols or idles

The Swiss are planning to be more considerate with genuine conscientious objectors to military service.

In future the only objectors to face prison will be those who cite ideological grounds – or frivolous reasons like “aversion to hard work!”

# SOLDIER to Soldier



November in Sheffield: Rani and Phil



June in Bristol: Rani and Phil

## Spot the difference!

Rani the circus elephant appears to have a jumbo-size problem – a recurring tummy ache. When she was struck down in Sheffield six months ago her owners called in the Army to give her a quick rub down with a metal detector. Just in case...

Now we hear from Bristol that the long suffering Rani has been poorly again. Fortunately the same old medicine was at

hand. Call in the Army – in the person of WO Phillip Coombes from the Royal Monmouthshire Royal Engineers Militia HQ at Monmouth – and alert the media.

We are delighted to inform animal lovers everywhere that no metal was detected in Rani's innards – either at Sheffield or Bristol – and that she felt better anyway after all that soothing television publicity.

## A secure career + management prospects

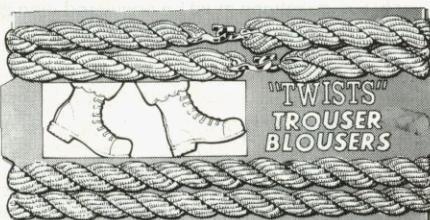
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The next five questions in *Soldier Pursuits* appear below, making a total of twenty to date. The final five questions will be published in our next issue.

Each entry must be accompanied by five Tokens, one to be taken from each competition issue (photo-copies are not acceptable). All entries must be submitted on plain paper, and the tie-breaker must be completed.

Closing date for entries is Wednesday 5th August.

Competition entries should be sent to SOLDIER PURSUITS COMPETITION, Soldier Magazine, Parsons House, Ordnance Road, Aldershot, Hants GU11 2DU.

## THE NEXT SET OF QUESTIONS ARE:-

1. Which date is the anniversary of Bruneval Day: 27th February, 3rd March or 5th March?
2. What Regiment celebrates Red Hackle Day?
3. What is the name of the mounted unit that provides the official 21-gun salute on Royal Days and State visits?
4. The term "point blank range" is a corrupted form of the French "point blanc" with which the centre of early continental targets were marked. True or False?
5. The Shako got its name from the Hungarian word meaning "hat with a peak", because it used to shake on the wearer's head, or after the French General Schako who designed it to double as a wine cooler?

REMEMBER - all twenty five questions must be answered, and the tie-breaker completed - so don't submit your entry until all five competition issues have been published.

## RULES

Entries must be submitted on plain paper, and all twenty five questions must be answered, and the tie-breaker completed. Each entry must be accompanied by five tokens, to be collected from each competition issue. The prizes are as advertised, and there are no cash alternatives. Employees of SOLDIER Magazine and their families are not eligible for entry. Closing date for entries is Wednesday 5th August. Winners will be notified by post, and published in the first available issue of SOLDIER. The Editor's decision is final, and no correspondence will be entered into.

SOLDIER  
TOKEN  
4  
PURSUITS

# AT YOUR DISPOSAL!

LESSONS are hard learnt at the Army School of Ammunition - as they have to be when students are graduating into the high risk business of bomb disposal.

No corners are cut as experts pass on their knowledge to each new class in preparation for the day when they too will be called on to defuse a bomb.

The Kineton-based school has built up an international reputation for the quality of its tuition and students flock from many countries to draw on the experience gained by British Army bomb disposal men in Northern Ireland.

The Explosive Ordnance Disposal (EOD) branch of the school is just one part of a training curriculum spanning all aspects of ammunition usage, storage and disarmament, from the bullet to the guided missile.

The EOD section attracts most attention because of the public nature of the work of its graduates fighting terrorism in Northern Ireland and elsewhere.

Countless lives and millions of pounds worth of property have been saved by the bomb disposal men of 321 EOD Coy RAOC in Northern Ireland and all are trained at the Army School of Ammunition in Kineton.

EOD training in Conventional Munitions Disposal (CMD) and Improvised Explosives Device Disposal (IEDD) is an exhaustive and comprehensive process.

A popular rung on the career ladder for many RAOC officers, about 14 volunteers qualify each year as Ammunition Technical Officers (ATOs) at the end of a 57 week course.

They are introduced to the academic aspects of the trade - physics and ballistics - at the Royal Military College of Science in Shrivenham before moving on to Kineton after 24 weeks.

At the Kineton school they learn how to tackle devices they might come up against and are given an insight into the ruses of the terrorists setting up home made bombs and booby traps.

Lt Col Shaun de Wolf RAOC, Commanding Officer

told SOLDIER: "You cannot just apply a drill straight away. You have got to think your way through and work out what the terrorist is trying to do and then apply the appropriate drill. It is vitally important that you think about what you are doing the whole time.

"The esprit de corps is marvellous and there is a tremendous level of satisfaction in the job. It is one of the few jobs where you are number one. When the ATO gets out of his vehicle it is his

show from then on."

Shorter courses are run for RAOC soldiers who more often than not have volunteered straight from basic training. They qualify as

**Story by Mervyn Wynne Jones  
Pictures by Terry Champion**

Ammunition Technicians (ATs) and can return later to tackle the remainder of the ATO course.

The school does all the

and police students.

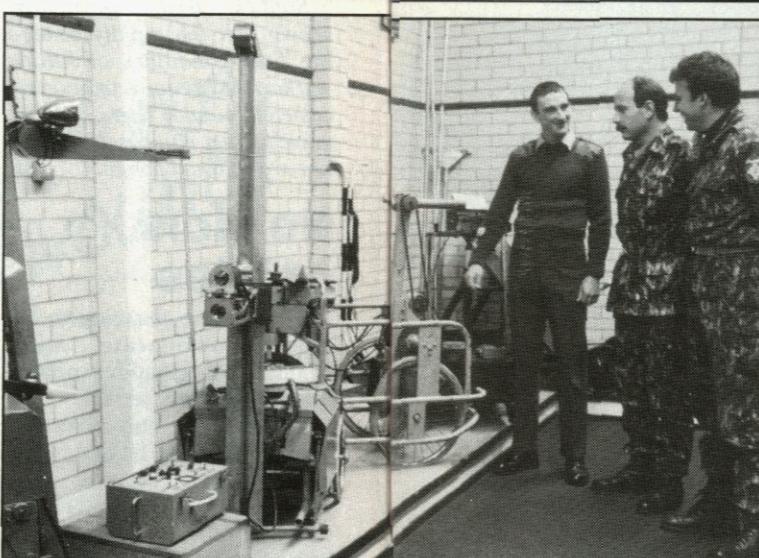
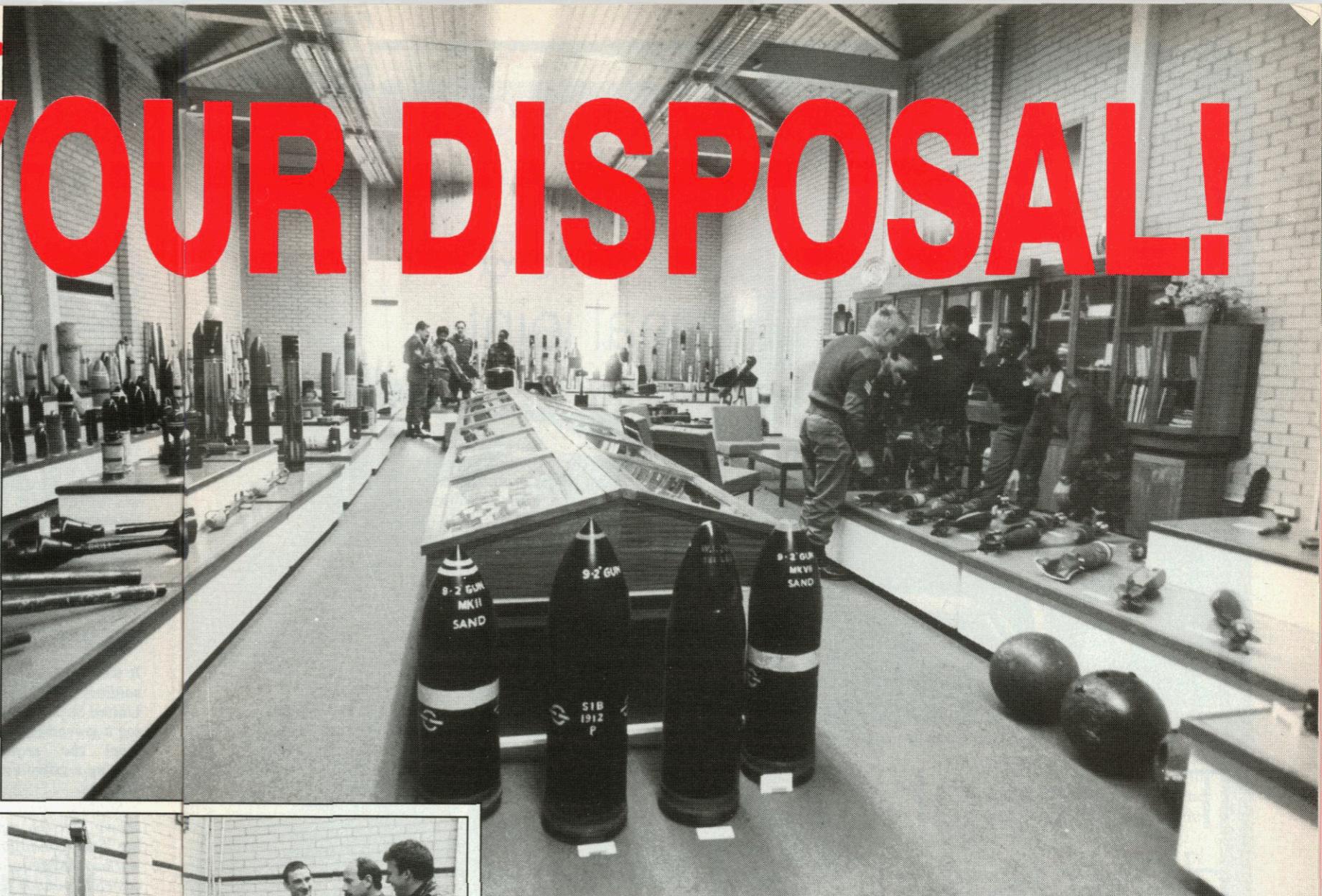
General ammunition training including storage, safety and accident procedures and training in support of other arms and services, including the TA, civilians and sales contractors for guided missiles and conventional land ammunition is also provided at the school.

The school is also responsible for the training of Britons, Americans, Belgian and Dutch personnel, Italians and Germans in the technical side of the Lance missile system.

This arose when Lance was set up as a multi-national responsibility in the European theatre.

The school has a staff of 63 - of which 39 are military on two or three-year postings - and teaches some 58 courses annually.

The Army School of Ammunition moved to Kineton, Warwickshire, from Bramley in 1974 as its workload grew in complexity and diversity. Kineton Station is also home to the Central Ammunition Depot.



Above - Foreign students are shown the array of exhibits in the school's museum

Left - Things have come on a bit since then! Early models of the remote controlled Wheelbarrow bomb disposal device are shown to Greek students at the school by WO2 Graham Chubb

## Army School of Ammunition prepares its students for a high risk business



Cpl Ian Sawers (left) and LCpl Stuart Smith assemble a spotlight

## Their light duty is full time work

A specialist group of sappers who are never far from the spotlight, so to speak, are the 35 electricians, fitters and drivers serving with the Herford-based Corps Lighting Troop, Royal Engineers, which meets the Army's power needs during exercises and shows throughout the 1 (BR) Corps area, BAOR, writes **Graham Smith**.

Capt Barry le Grys, the troop's OC, and his men tow generators, lay cables, install power and fit lighting sources for 40 annual exercises and two dozen tattoos, displays, pageants and shows – including this month's Rhine Army Summer Show.

Last month, for instance, they were busy at Bielefeld's cycle stadium laying on light sources for a massed band rally. This autumn, they will set up the electrical needs of a static 1,200-man camp for Exercise Keystone, one of BAOR's two

major manoeuvres this year.

On exercise the troop serves the corps' control HQs and for Keystone will have installed a new format of power distribution from single to triple-phase for the Ptarmigan battlefield comms system.

Two thirds of the troop are electricians, the remainder comprising ten fitters, four drivers and a resources specialist.

Capt le Grys said: "Without our expertise and power input into exercise play, life would be difficult when you think of the roles of comms, the topo boys and their maps – not forgetting the cooks at the end of the line."

Troop Staff Sergeant, SSgt Paul Dixon, an electrician, added: "We are very successful and have a very good reputation throughout the Army. We work to that reputation. We even have back-up systems to our back-up systems!"

## Helicopter Support Unit is a real joint effort...

JUST 80 miles due east and about five minutes' flying time from the East German border, the Army is working in co-operation with the RAF at Gütersloh in the daily operational task of shifting men and stores on board twin-rotored Chinook helicopters.

Formed at RAF Odiham, Hants, in 1982 and in business since May 1983, the Joint Helicopter Support Unit (G) is made up of 13 RAF and 43 Army personnel under its OC, Capt Nick Smith, RCT.

The unit supports all relevant taskings within 1 (BR) Corps. That involves the ten RAF CH-47D Chinook HC 1s of 18 Sqn and the Pumas of 230 Sqn, RAF, sharing BAOR's sole Harrier "jump jet" base.

The bulk of 18 Sqn's tasking – it has a 2 ATAF support role – would be the outloading of stores and personnel in war. It was the RAF's first operational Medium Lift Helicopter (MLH) unit.

The Chinook, which saw service in the Falklands, has a maximum operating weight of 27,700kgs, can happily tote an 8,000kg underslung load anywhere within the 1 (BR) Corps area.

It has the capacity to carry a couple of LWB Land Rovers, or ferry a minimum of 33 fully kitted seated troops and 11 more with an extra centre row inserted. Operationally, the Chinook can load up to 60 troops, their kit and their weapons.

The men of the JHSU (G) have to be fully conversant with the skills associated with the loading and off-loading, internally and externally, of what amounts to a rotary-winged flying crane.

They also have to be versed in skills such as flight safety, documentation, marshalling procedures, rope drills, trooping drills, preparation of

landing sites, the storage and maintenance of slung loads and have the tactical experience of flying with such loads.

Flt Lt Kevin Connor,

**Story: Graham Smith**



## TWIN SET

our night flying tasks and preparation of the landing sites as well as giving specialist advice on underslung load work to Army units in the field."

One unusual load for the unit was the recent moving over two miles of an ornamental, 30ft long, five-ton oak bridge in a village south of Hanover.

Capt Nick Smith, OC of JHSU for about a year, said: "We try to get small exercise involvement at brigade level whereby units get valuable pre-FTX helicopter familiarisation experience.

"Units also visit us here at Gütersloh on an availability basis for training sessions ranging from a couple of hours to a week.

"Fortunately, we now have our own resources in respect of accommodation and vehicles and have become an independent unit within RAF Gütersloh. The interface co-operation between the Army and RAF is exceptional.

"The RAF is committed to making it easier for the Army to make bids for support helicopter tasking, a revised form of helquest – helicopter request – which came in at the start of this year."

Looking ahead to this autumn's BAOR-mounted Exercise Keystone, Capt Smith said a lot of groundwork had already gone into it to save time for the actual taskings which would arise at the time.

He said of his unit: "I think we are located in the best place at RAF Gütersloh in terms of our resources being on tap for the benefit of the Army and its units wishing to do informal training.

"There is no inter-Service rivalry here because we are so integrated with our half dozen helicopter handling teams each led either by an Army or RAF corporal."

One such JHSU joint venture with their RAF hosts was Exercise Hoary Bull, a four-day, pre-FTX familiarisation rehearsal involving 82 hours' flying, a total of 8,400kgs of stores lifted internally, another 420,000kgs externally, including netted stores and CVR (T) vehicles, and the ferrying of 420 troops.

Such is a typical tasking of the JHSU (G) with its primary North German Plain roles of out-loading, re-supplying and casualty evacuation.

**Picture: Paul Haley**

# CATTERICK FORECAST

**IT doesn't require a crystal ball to forecast that by 1991 a posting to the new-look Catterick Garrison will be a far more attractive proposition than in times past. In fact it could be almost desirable to be sent there.**

For by then the £12 million rebuild and refurbishment scheme should be well finished and soldiers and their families

will benefit from modern living quarters and improved amenities.

For their children there will be playgroups and play areas and youth clubs while community centres and clubs will be well appointed.

Boosted by the change in official attitudes, the Federation of Army Wives is now firmly established under the chairmanship of Marguerite Maynard.

Such is their enthusiasm to get things done, they are opening a HIVE (help, information and volunteer exchange) any time now.



## HELP LIKE THIS

from Page 19

hopes will come to fruition is the painting by his young members of the exterior of a pre-school play group building.

The building has a new roof (see this page), but the outside is a dull, dark green.

But Don and his young friends are hoping to change this if their entry in a competition run by Dulux is successful.

His centre has been featured in the magazine *Youth and Society* which says of him: "If Don Morgan can inject the rest of his team with his enterprising energy and community spirit, Catterick garrison youth club should become an outstanding example of youth provision."

All good stuff, but then the likes of Don Morgan don't grow on trees!



Photos: Cpl Keith Johnson, RAF Learning



## Surplus MQs sales plan

Extra to the surplus MQ sales story in the last issue, junior minister for the Armed Forces Roger Freeman has made it clear that his department is working

on a plan to overcome the problem involved with bulk selling and allow as many houses as possible to be offered under the Sales to Servicemen scheme.

# Crystal clear and sparkling.

Involvement of wives is essential if this is to succeed as jobs are none too easy to find.

But a variety of other opportunities and spare-time activities abounds. Gardening competitions are extremely popular and the North Yorks and South Durham Decorative Fine Arts Society, recognising

the difficulties of joining the society, has allowed the garrison two membership tickets.

Other wives are busy running their own cottage industries and advertise their expertise in a monthly newsletter; novelty birthday cakes and a cleaning service to help beat the "handover blues", glass

## A PLACE WHERE A POSTING WILL BE WELCOME

TOP: Families of 3 RRF based at Catterick get together at the mothers and toddlers club where the mums get a break and the kids wear off some energy

CENTRE: DIY youth club service stimulates enterprise and a community spirit

BELOW: Wives of the FAW with something to say... now firmly established under the chairmanship of Marguerite Maynard (second from right)

engraving and instruction in how to draw are just a few among skills on offer in the area.

In addition there is a wealth of caring people from the Families Housing and Welfare Service, a team of padres, a SSAFA social worker, youth leaders and a multitude of volunteers running adult and youth activities.

## CHEQUES

But help is not all one way. An acknowledgement by the garrison to the local marriage guidance council resulted in an £800 cheque being handed to the council by housing commandant Lt Col Tony Hincks. The money will help train an Army wife in marriage guidance.

Cash is short, but the community spirit in Catterick has given the green light to a number of projects which would probably have stayed dormant because of the lack of official funds.

The roof of one of the pre-school playgroup buildings is a good example of how self-help works.

Supervisor Mrs Val Dawson told how a new roof for one building was estimated at £30,000. But the work was done for about a third of that with all the money being raised locally.

## EFFORTS

The White Rose Club put up £4,000; the Thrift Shop £1,000 with Garrison HQ contributing £6,800. The roof is on, but another £2,800 is needed for heating and external work. But they are getting there and should be congratulated on their efforts.

Ten of Catterick's play areas are due for improvement work this year, but if the system of using a catalogue to buy play equipment continues, then any improvements will be limited, except that safety surfaces are to be laid.

But despite the limitations imposed by cash shortage, Catterick is gradually acquiring a new-look; a look which will enhance the old camp, improve its reputation and make it a place where families will even welcome a posting.

Time alone will tell on that one.



WITH FAMILIES IN MIND

# Anne Armstrong

Home telephone:  
Camberley 29653

## CATTERICK'S DREAM

**CHIEF Scout and Mafeking hero Lord Robert Baden-Powell thought Catterick a grand place. And it follows he would have done because he created the place in 1908. The whole thing was his idea!**

But the belief that great minds think alike takes a knock for six when considering the thoughts of Montgomery of Alamein and former premier Ted Heath.

Said Monty: "Catterick is a place where if you don't die at once you live for ever." And Ted Heath said: "Christmas in Catterick was the worst I ever spent and I made a vow never to return." Strong stuff.

In its heyday Catterick housed 40,000 troops at any one time and in its 80 years existence has become known to hundreds of thousands of Service men and women.

Nowadays soldiers and their families driving up the A1 to that well-known landmark Scotch Corner, hardly realise that close at hand lies 20,000 acres of military training area of which a quarter is taken up with residential and living quarters.

Forty years ago soldiers were living in accommodation condemned before the Second World War. Many were brick-built with slate floors and institution-style windows six feet above the floor. Others were wooden "spiders" – huts linked by passageways – where sheep from the moors gathered in winter for warmth.

Today those National Servicemen who occupied those damp, dreary places with exotic names such as Basra, Tigris and Euphrates, and scores more in similar vein, would not recognise the place.

Passing through the market square of Richmond with the Green Howards' museum and regimental HQ, they might



MR COLIN TENNICK, LT COL HINCKS: working together again

well wonder whether they were in the same place – so much has changed.

Today, for example, Catterick Camp has 14 married quarter areas, six banks, a health centre, a military hospital, primary and junior schools where 70 per cent of the pupils are from Service families, a wide variety of shops, six Naafis and a number of garages.

And it all comes under the control of Brig Russell Maynard who has the dual role of running HQ Training Group Royal Signals and Catterick military town.

To cater for leisure time there are numerous facilities including a golf course, a swimming pool,

indoor ski slope and scores of clubs from ornithology to sub-aqua.

But all these facilities do not compensate for the poor state of many MQs, built in the 1960s, which have suffered from continuing maintenance cuts.

The deterioration of the buildings has a depressive effect on occupants and visitors alike, but change is on the way, for the end of this year should see the completion of stage one of a £12 million modernisation scheme. Part two is planned for completion by 1991.

Those who have moved in to the new quarters are full of praise for design and layout; many even hope for

extended tours at the old camp, they're so pleased.

Keeping an eye on the

new development is Lt Col Tony Hincks, project liaison officer for the building of the new houses. Like many of the families who have moved into new homes there, he too, had a nice surprise when the site foreman turned out to be Mr Colin Tennick, his driver of 26 years ago.

They were National Servicemen serving with the Yorks and Lancs Regiment

in BAOR and this was their first meeting since those days.

Now they're working together again on this project for Service families.

Lord Baden-Powell would be tickled pink at the thought of new and improved conditions for Serviceman and, while nothing can be done to change Monty's views about the place, Ted Heath might have second thoughts should he ever break his vow and pay a return visit.

## Help like this doesn't grow on trees!

**WITH a child population hovering constantly around 2,000 Catterick has a big need for after-school and holiday time activities.**

Now, thanks to youth leader Don Morgan, the garrison can boast a combined school and youth club scheme offering much in the way of job training, sports and hobbies for pupils, school-

leavers, unemployed youngsters and OAPs.

His scheme, which operates from Risedale school, shows how co-operation between school and club can offer useful help to almost every section of the community.

With his wife, Dorothy, and assistant David Hodg-

kinson, he pioneered the project with a self-build centre offering instruction in engineering, computer operating and a beauty salon, plus all the usual youth club activities.

But while youth was foremost in his thoughts, Don Morgan saw that elderly people needed

Another project Morgan

Continued Col 1 Page 18

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Story by  
Mervyn Wynne Jones  
Pictures by  
Terry Champion

Tackling a tight bend on the Zandvoort circuit - Maj Peter Everingham in his 1963 MGB. He was involved in a close quarter duel

# RACY STUFF!

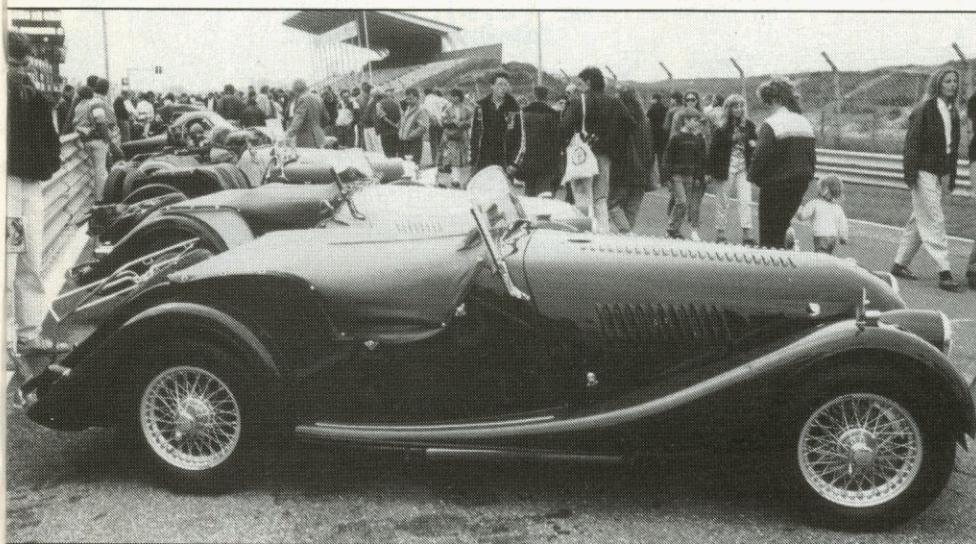
BURNING brakes, squealing tyres and pulsing engines add up to an intoxicating brew for a four man team of Army motor sports enthusiasts who are busy notching up points on the international historic racing car circuit.

Pitting their wits against the best of Europe's drivers, the four men spend much of their spare time touring Britain and the Continent where they join hundreds of other devotees of a bygone motoring era on such famous courses as

Brands Hatch and Silverstone.

Sporting a trio of 1963 MGBs - identical to those raced at Le Mans and elsewhere - and a 1954 TR2, they are proving a formidable team on the highly competitive historic racing circuit.

Sponsored by Sealink Ferries, the team consists of Maj Bob Birrell RCT, based at Croydon, Maj Peter Everingham RCT, South Cerney, Capt Fred Boothby RMP, Chichester, and Maj Peter Campbell 16/5 Lancers, based at Rheindahlen.



Classic cars by the dozen on display at the concourse before the racing began in earnest

All have been enthusiasts for many years and have won dozens of trophies between them on a host of motor cycling, formula three and historic racing circuits.

The shift from formula three to historic racing was prompted by cost and time and the four men decided to form a team last year with the financial backing of Sealink who made travel to the Continent a more realistic proposition.

In the past few years racing with historic cars has gained a lot of popularity and this has led to an enormous increase in the number of events all over the world.

Historic racing is now a fully fledged branch of motor sport but its exponents are keen that an atmosphere of amateurism and sportsmanship is retained.

The sport is nevertheless getting more and more expensive and anyone buying a light weight racing E-Type Jaguar will not get any change out of £50,000.

Prices have rocketed over the years and Capt Boothby is ruefully aware that the Lotus 17 Climax he first bought for £350 and started racing in 1967 is now worth £17,000.

Maj Campbell has owned his 110mph TR2 for several years but the others bought their 1850cc MGBs just last year as rusting and battered shells and spent last winter reviving them to their former 130mph glory.

Easier and cheaper to maintain than  
● Turn to next page

## The pressure's on!



Last minute check on tyre pressures by Maj Peter Everingham

● From Page 21

many other cars of their vintage, the MGBs hold a special affection for their owners because this year is the 25th anniversary of the marque.

But why race at all?

Maj Everingham explained: "I hate all the drudgery and I hate all the expense but I love those few minutes on the track. You are on the limit, your car is on the limit and your opponent is on the limit – nothing else gives me that element of personal competition and danger."

"It is like a disease," added Maj Birrell, "you are stricken by this bug and you never get rid of it."

"Besides," he grinned, "it is the only outdoor sport I can think of that involves sitting down."

SOLDIER decided to find out what

went into a weekend's racing and followed the team to the Dutch grand prix circuit at Zandvoort where hundreds of historic racing enthusiasts were gathered to do battle.

After an overnight voyage from Harwich to the Hook of Holland, the MGBs arrived in convoy at the competitors' paddock at Zandvoort on the Friday morning to find that Peter Campbell had already arrived from Rheindahlen and bagged a pitch for the team's cars, trailers and caravanettes.

Competitors poured into Zandvoort throughout the day and the smells of oil, exhaust fumes and barbecues soon filled the paddock. Cars were given a thorough going over before the official scrutiny by race administrators that evening.

Practice sessions began on the Saturday but trouble struck when a rocker snapped

inside the cylinder head of Fred's MG.

Worse was to come minutes later when Peter Campbell, in his TR2, found his cockpit filling with smoke just a couple of laps into his practice run. He pulled into the pits and quickly diagnosed a worn piston ring.

The two of them went off to beg or buy the appropriate parts, leaving Peter Everingham and Bob pondering the plight of the latter's engine which was overheating because the radiator had sprung a leak.

All in all it had not been a good start to the weekend but help was at hand and the appropriate parts salvaged.

Peter was not, however, too happy with the condition of the replacement piston ring and rather than risk damaging his engine further decided to cut his losses,

retire from his races and help get the rest of the team on to the grid for their events.

Sunday morning was a whirl of activity, the paddock crammed with spectators while last minute adjustments were made to the repairs on the three MGBs. An SSVC television crew arrived to record the day's racing and Eileen and Susie, Bob Birrell and Peter Everingham's wives, and Anne, Fred's girlfriend, plied the Sealink camp with an endless round of hot drinks and sandwiches.

By lunchtime anticipation was beginning to mount and Peter Everingham told us: "It is at this stage that you start trying to remember what gears you were in during practice circuits, how best to tackle the first bend, who your opposition is on the grid and when you are really going to give it all you've got."

The tannoy eventually called them to their positions and with a wave of the chequered flag they were off.

Ten laps of the 2½ mile course later they were back, bubbling with enthusiasm and comparing notes. Bob's radiator was dry again but otherwise all was well and within half an hour they were back out again for a special MG 25th anniversary race.

Dozens of engines again roared to a crescendo on the grid and away they went. The three Army MGBs are fairly evenly matched and stuck together for the first three laps before disaster struck.

A metallic clang forced Fred to make a hasty exit off the race track and the long faces of the team soon confirmed the worst. His rear axle had given up the ghost and Fred would have to miss the last race of the afternoon, a race which Bob and

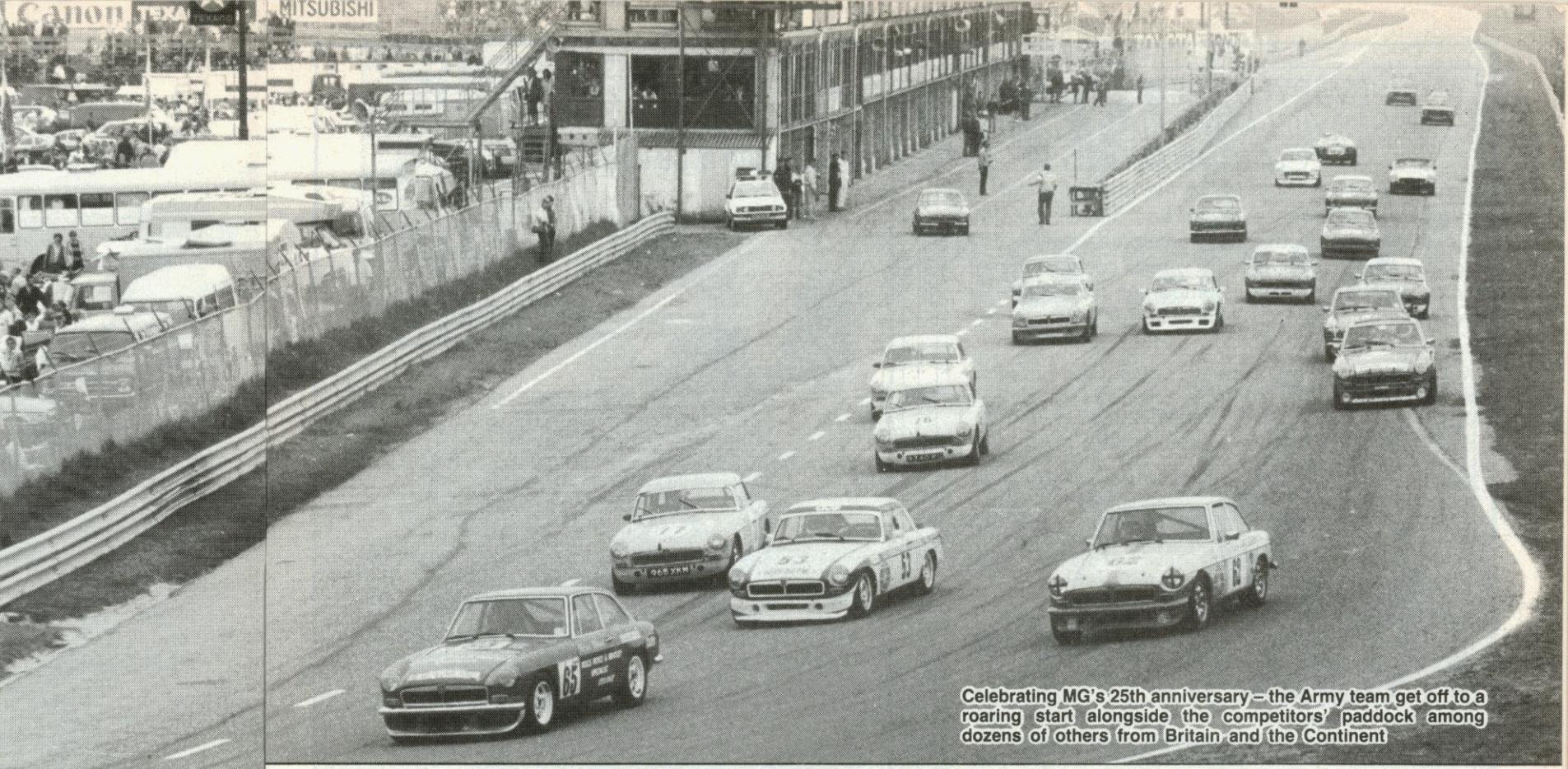
Peter were later to describe as one of the best they had run.

Both found themselves up against opponents with whom they had to fight for every yard of track and both notched up fast times of just over two minutes per lap. Their delight was infectious and all were in high spirits as camp was struck.

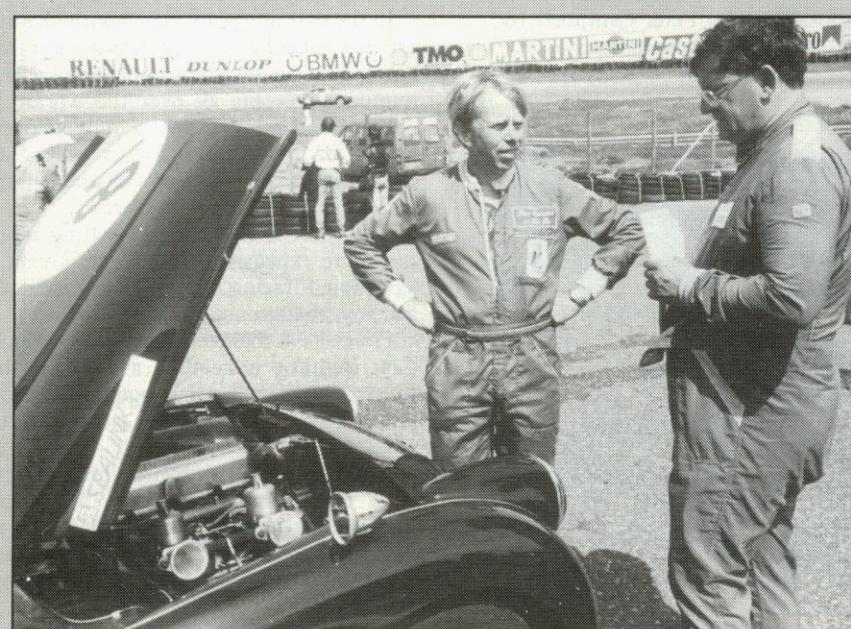
Within three hours they were all back on the ferry and making their way home. Had it all been worth it? "Marvellous," said Fred, "we are keeping up with cars we have no right to keep up with."

In the immortal words of former world champion James Hunt: "The thing about motor racing is to be stupid enough to do it in the first place." But to contemplate going through all that again the following weekend . . . We were tired enough just watching it!

# All abroad for the great historic car race



Celebrating MG's 25th anniversary – the Army team get off to a roaring start alongside the competitors' paddock among dozens of others from Britain and the Continent

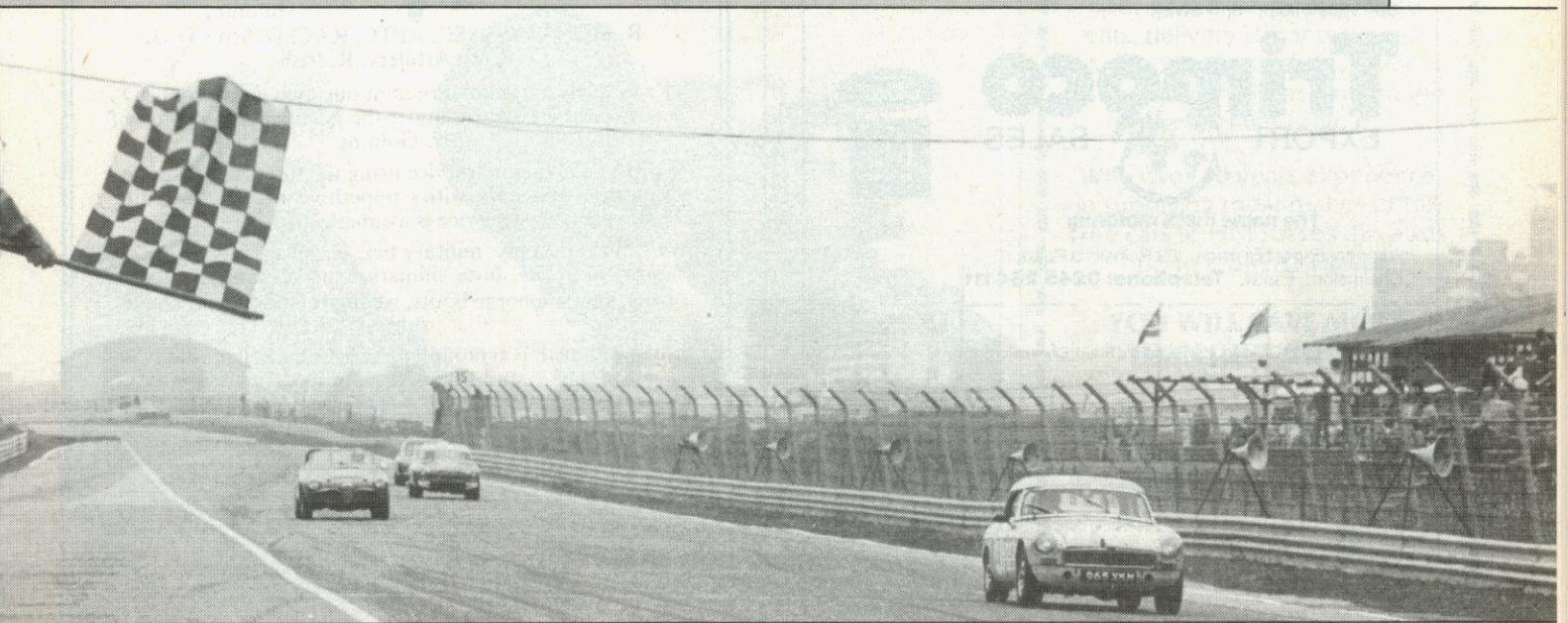


## AGONY

All that way for nothing – Maj Peter Campbell (left) keeps his spirits up despite having to retire. Maj Bob Birrell looks on sympathetically while the race goes on behind them

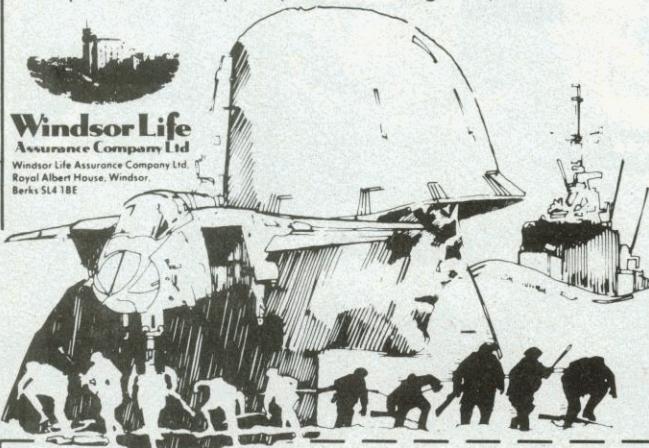
## AND ECSTASY

Capt Fred Boothby crosses the finishing line after a punishing ten laps. All that hard work was worth it in the end



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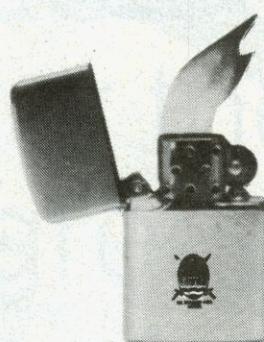
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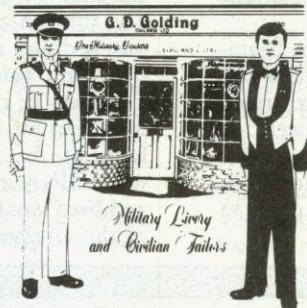
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## **GUNNER EWAN HITS ROAD**



Gnr Ewan Nicol and his long range "dart" practice missile embedded in the road



SSgt Bob Rose from Arbroath based 212 Battery instructs Gnr Charles Greig on Javelin

# **Lofty's long shot!**

A BIT of road in Tenby, Wales got the hump when Lofty Gunner Ewan Nicol from Arbroath fired off a "dart" practice missile from his Javelin launcher.

It went further than intended and ended up ploughing up a chunk of roadway.

The dart, which is used to give Javelin operators the feel of the real missile, has a normal range of about 100 metres. But instructors believe that Gnr Nicol's height - he's well over 6ft - gave the missile added elevation and range!

Ewan is a member of Scotland's newest TA unit, 105 Regt RA, which has just completed a fortnight of training on the Manorbier Ranges at Tenby, Wales, where they fired about 250 missiles from the shoulder-launched Javelin anti-aircraft

weapon at pilotless Banshee target aircraft.

The regiment has four missile batteries each with 16 four-man Javelin detachments.

Lt Col Donald Cameron, the unit CO, said: "The purpose of this year's camp was to teach and practise our skills. The weapons we use are very expensive so we can't afford to waste any at all.

"The operators must be highly trained and they must each fire 1,300 practice shots on electronic simulators before they fire their first two live missiles, and at least 100 simulator shots between each subsequent live shot."

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# Old man Abbot is still going strong

An Abbot of  
47 Field Regt,  
RA – the  
"Leicester  
Gunners" –  
on the  
mcve at its  
Gütersloh  
base



**'There  
will be  
a certain  
amount of  
nostalgia  
when the  
last  
of the  
Abbots  
goes'**

THE Abbot 105mm self-propelled gun may never have fired a shot in anger although half a dozen of them are capable of laying down a ton of devastation in the space of a minute. And while the Abbot may be quite elderly in gunnery terms, it is still revered by the men of 47 Field Regiment, RA, based at Gütersloh.

More than half of the resident regiment's two dozen Abbotts are older than the youngest crew members operating the systems!

The regiment is one of four in BAOR holding three eight-gun batteries of the Abbot which first entered service with 3 RHA in 1965.

The other three units still equipped with the 22-year-old FV 433 Abbot are 1 and 3 RHA based at Hohne and Paderborn respectively and 19 Fd Regt, RA, stationed at Dortmund.

Maj Rory Christopherson, second in command of the 668-strong unit says of the Abbot: "It's a fabulous gun in

***A much-loved  
bit of kit . . .***

competition against other Abbotts. It's a weapon on which you can put crews through their paces in driving, firing the 105mm main armament in direct or indirect fire, anti-tank, and the turret-mounted 7.62mm L4A4 light machine gun.

"It's a really fine gun in competition against other Abbotts, giving its users a fun day, providing formidable firepower, range cover, accuracy and mobility."

On average, 47 Fd Regt, RA – the Leicester Gunners – manages to fire off 4,000 rounds a year on the Abbot SP gun which has a sustained rate of fire of 12 rounds a minute.

The regiment also sends its

three batteries – 3, 4 (Sphinx) and 31 – to Canada's BATUS (British Army Training Unit Suffield) where they can lob some 800 of the 35lb shells from any of the half dozen resident Abbotts up to ranges of 17,300 metres.

Another component of the regiment is 21 (Gibraltar) Air Defence Battery equipped with Javelins. Previously, 47 Fd Regt had been kitted out with the 105mm Light Gun in the UK.

"Without doubt it's a much-loved bit of kit in its role of close support to infantry and armoured formations and has done extraordinarily well with the demands we have put to it over the years," said Maj

Christopherson.

"But in the same way as it is loved, it is also criticised by the boys because of certain disadvantages allied to its age.

"They find it a difficult vehicle in which to live with any degree of comfort. They also get annoyed at being overtaken by bigger, non-British guns while on the move!

"The Abbot is a very easy gun to exercise with. We can take it into villages and towns to deploy it fairly realistically. As a field gun system it is still serving us well operationally and is likely to do so until 1990 as part of 11 Armoured Brigade within the 4th Armoured Division."

The regiment's training

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

charter is in support of the Royal Artillery Gunner Training Establishment (RAGTE) at Hohne. The regiment also supports the Army Air Corps and artillery regiments during night firing activities.

Maj Christopherson added: "We fire as much as possible, jealously guarding our considered position as the best gunnery regiment currently in BAOR.

"Although the time will come when the Abbot is replaced by more up-to-date, bigger equipment fulfilling requirements of the modern artillery battle, there will be a certain amount of nostalgia when the last of the Abbotts goes."



# The discreet art of compromise

Graham Smith  
meets a man  
from BAOR's  
liaison team



Lt Col Roger Ayers

KEEPING a discreet eye on the professional and social interface between the British military and their dependents and the German population in BAOR is a small group of men making up the Joint Services Liaison Organisation (JSLO), strategically based in a dozen garrison towns.

The JSLO - which dates back to May 1955 - is the descendant of the British element of the Allied Control Commission which worked after the Second World War to rebuild and restore the German administration.

Official task of the JSLO is to ensure British Forces secure the facilities necessary for training and domestic needs while paying due regard to German public and private interests.

The staff acts as a permanent link between the Services and local German authorities, giving a continuity especially in garrison towns where regiments tend to change every few years.

One of the SLOs is recently retired Lt Col Roger Ayers, RA, who finished his time earlier this year at HQ 1 (BR) Corps in an appointment concerned with planning co-operation with the German authorities in the time of war.

He said: "The way in which we operate is by arriving at a compromise, the reaching of a reconciliation based on the exact implementations drawn up in the Anglo-German treaty. Local German ordinances are complex and there are a whole host of them."

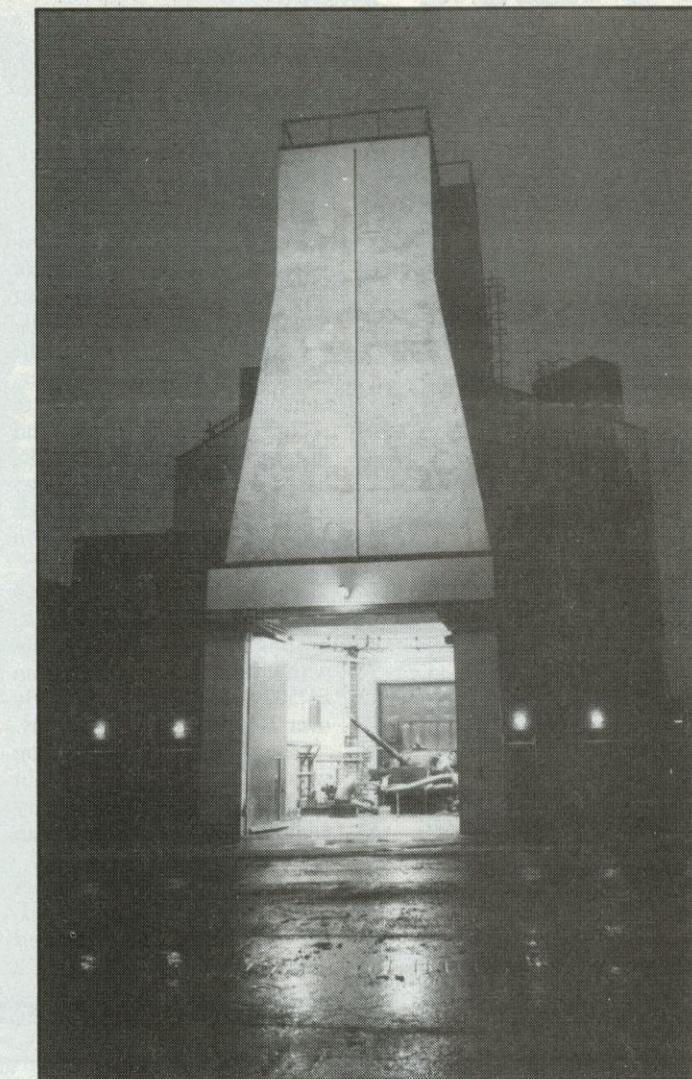
With half of his Army life spent in BAOR, Col Ayers, 54, had to sit a written and oral exam in German - "to about degree standard" - before final acceptance into the JSLO which has its HQ in Bonn.

"When I came to Germany I had, like most British officers, a smattering of the language but made a real effort to get much better and do it properly, including a year at Mulheim's Higher Education Centre. Later, I spent three years with



A BV 206 Haggalund tackles the inclines at RARDE Chertsey

Picture: Terry Champion



Twilight shot of a Chieftain tank in one of the climatic chambers

# TRIED AND TESTED

FILM crews shoot stunt sequences, transport chiefs check fuel consumption and motoring magazines put luxury cars through their paces at a Surrey research establishment that has witnessed the birth and development of generations of military vehicles since the early 1950s.

Another task for the organisation is overseeing the wages and employment of the thousands of German civilians working for the British.

"New requests to the German authorities are very modest - things like increased barrack space for accommodation, garages, married quarters or because some small arms ranges have outgrown their original planned usage over recent years.

London buses and racing cars are just two of the more unusual sights to be seen on the two mile test track at the Royal Armament Research and Development Establishment (RARDE) at Chertsey. Despite a busy schedule of evaluation and validation tests on new equipment ranging from main battle tanks to motor cycles, the impressive array of trials facilities at the Longcross centre outside

Chertsey are also hired out to industry.

The Longcross centre is one of five RARDE sites countrywide dealing with the research and development of weapons, ammunition, land vehicles and armour for the three services.

Administered from headquarters at Fort Halstead near Sevenoaks in Kent, RARDE also tests Army computers, information systems, bridges and engineering equipment. The establishment has a civilian staff of about 2,500 plus 200 officers and other ranks mainly from the Army.

RARDE Chertsey specialises in vehicle testing and has a wide variety of automotive laboratories, climatic chambers and test circuits which

## Chertsey puts next generation of vehicles through its paces

include a tilt platform, skid pan, wading tank and sand and rocky terrain courses.

All are designed to test vehicles to the limits expected of them if and when they enter service with the British Armed Forces. Heading the automotive trials team at the Longcross centre is Lt Col John Wood REME.

He told *SOLDIER*: "We get our hands on a piece of kit fairly early in the research and development stage and it is up to us to provide an impartial

assessment of reliability and performance to project managers and development agencies."

Of the 100 staff in the automotive wing, 55 are

**Story by**  
**Mervyn Wynne Jones**

civilian. Military personnel are mainly junior ranks plucked from their units after perhaps one tour in Germany to provide a grassroots opinion of a new vehicle and

to subject it to the sort of handling that it can expect in the field.

The automotive trials wing is split into three sections, the first tackling main battle tanks, the second dealing with tracked and wheeled combat vehicles weighing under 30 tons and a third which tests logistic vehicles.

When a new vehicle is needed a general staff requirement (GSR) is produced that defines the projected role of that particu-

lar vehicle and lays down the minimum performance expected of it.

The GSR details a typical battlefield day for each individual vehicle and the automotive trials section then simulates the rigours of the situation using the facilities at Longcross.

A report is produced, be it a comparative evaluation of a competitive tender or a validation assessment of a vehicle at an advanced stage of development, and the ball is then back in the court of the London-based Procurement Executive who decide whether of not to take the vehicle on board.

Experimental vehicles are also built at Chertsey to enable concepts to be tested.



## Cover up job

A NEW battle trench system designed by the Royal School of Military Engineering in Kent is now in production for the MoD. Known as the Split Hairpin Shelter, it incorporates curved, castellated and corrugated steel interlocking sheets.

Wider than its predecessor, the shelter (pictured above) requires fewer parts for each section and is manufactured from tougher corrugated steel.

The shelter is designed to improve battlefield safety for infantry digging in for short periods.

# IT'S THE THING almost!

HELICOPTER flying skills are tested to the full in one of Nato's most sophisticated flight simulators. The Lynx simulator, a £10 million electronic compendium of computer-enhanced wizardry linked to replica flying controls and installed at Detmold, BAOR, has saved the British taxpayer tens of thousands of pounds since it opened for business in 1983.

The Army Air Corps' £4 million Lynx/TOW tank-busting partnership, complete with two aviators, costs from £1,500 to £2,000 an hour to fly over BAOR's busy air spaces.

The Lynx simulator, upon which current crews must put in three hours' "flying" every eight weeks, costs just £650 an hour to operate.

A cost-effective classroom which never leaves the ground, the simulator can be used nine-hours a day five days a

week for 51 weeks a year.

During the whole of last year, for instance, a total of 1,546 hours of crew training was achieved on the simulator which can literally turn night into day at the touch of a button. And do it in full colour, too.

In theory, it is possible for a Lynx crew to take off from a landing site in Northern Ireland at dusk, climb into pre-arranged cloud, and then put down in the Falklands in bright sunshine - well before the end of the 90-minute refresher tutorial.

The three-strong instructional cadre, two warrant officers and the OC Lynx Simulator, Major Dave Patterson - a veteran of over 5,000 hours on seven types - is convinced that the simulator has already paid for itself "several times over"

Graham Smith visits BAOR's sophisticated Lynx simulator at Detmold

Pictures by Paul Haley

since its installation four years ago.

"It cost about one-third of the normal operational cost of the Lynx to use," said Maj Patterson, formerly OC of 657 Sqn, AAC, at Oakington.

"It has an 81 per cent utilisation rate and a 99 per cent serviceability record. On average, 75 Lynx crews and a similar number of Gazelle crewmen pass through here annually.

"We aim to put in about half a dozen 90 minute sessions each day. The simulator is shut down only for short periods for routine maintenance purposes."

The state-of-the-art simulator serves not only BAOR's three resident Army Air Corps regiments and any other corps personnel involved in flying roles within BAOR, but also elements of the German and Dutch navies.

Ensuring that all goes well with the simulator are six civilian engineers. The main computer alone has the equivalent memory capability of 3,000 home computers.

Maj Patterson said: "The simulator is here so that crews can be practised in emergency procedures which they could not practise in the air for real because either the aircraft would crash as a result or it would be put into a potentially dangerous configuration.

"Also because German air space rules are fairly strict it is not possible to fly in clouds as one might like to do, but you still have to fly as you cannot wait for the weather to get better.

"Things have changed. In former days instrument flying simulation used to involve the screens over the windows while

the second pilot handled the flying controls for take offs, landings and general safety.

"Now we have the clouds and the simulator can create it all for real.

"The only complaint we get now is that the simulator is more lively than the real thing!"

With an eye to the future and the eventual MoD acquisition of 16 more Lynx helicopters from Westland and the modification of the existing BAOR squadrons, simulator improvements are planned to cope with airframe enhancements - more powerful engines and advanced avionics.

Inside the Lynx simulator cockpit. SSgt Bill Ayers and Lcpl Baz Humphreys settle in with WO1 Mal Peaple, the instructor, checking over points

Wind speed can be varied and there are settings for five different time scales from dawn to dusk.

Like all flight simulators, that of the Lynx conveys all of the sensations and noises of flight.

*So much so that sick bags are discreetly stowed for those susceptible to turbulence.*

In addition to the quiet confidence of the instructor's voice, there are additional voice controls allowing the instructor to play four extra roles - such as the air traffic control tower and ground approach.

Flying the simulator, which has ten data bases, can be a hairy experience when a consecutive series of technical faults is punched in by the instructor. The crews' reaction is constantly monitored.

Lynx and Gazelle crews are tested to the full - physically and mentally.

And they are all better fliers for it.



WO1 Mal Peaple, one of the three instructors, checks progress on the computer and overhead TV monitor screen

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# ANYTHING GOING SPARE?

RAOC'S Aircraft Support Units meet the demand

REME technicians may keep them operational, Army Air Corps aircrew may fly them, but it is men from a third corps, the RAOC, who ensure the Army's fleet of more than 300 rotary and fixed-wing aircraft get the spares they need to meet their daily operational flying tasks.

The men who supply the spares are from Numbers 1 and 2 Aircraft Support Units, RAOC. One has 27 military and 16 civilian practitioners and is based at the Army Air Centre, Middle Wallop, Hants, the other at Detmold, BAOR, with 35 soldiers and seven civilian staff.

Globally, the strength of these specialist suppliers is 119 soldiers and 26 civilians.

At Middle Wallop, 1 Aircraft Support Unit, RAOC, holds no fewer than 22,500 individual item headings, multiplied many times by the parts themselves, in an inventory worth an estimated £26.5 million. Spares range from components as small as a nut and bolt to as big as a £200,000 main rotor head.

Throughout the world, wherever the Army may be flying, there are 25,000 such headings and 18,600 of these are held at Detmold.

On average, Middle Wallop's Aircraft Support Unit handles about 120,000 issues and receipts annually. That's about 10,000 a month.

It is linked with Royal Air Force stations and Royal Naval aircraft repair facilities such as Fleetlands and air stations such as Yeovilton, and with UK-based Army Air Corps units at Oakington, (Cambs), Topcliffe (Yorks) and Netheravon (Wilts).

RAOC storemen do not remain stumped for long. If they do not remember where a particular item is, the computer will soon tell them.

Both UK and BAOR units supply information on spares and where they can be acquired for second and first line servicing needs.

On average, a first line store facility will hold anything up to 2,000 item headings. Middle Wallop holds 77 per cent off-the-shelf availability of all known items.



Stores supervisor Sgt Alan Salt seeks out an item from an inventory under 22,500 item headings

Both units issue spares to AAC regiments and to First Aid Aircraft Outfits (FAACOs), which are manned by RAOC Aviation supply qualified NCOs and which hold limited stocks of fast moving spares to support first line servicing repairs by the AAC units' own aircraft workshops manned by REME personnel.

1 Aircraft Support Unit, under OC Maj Gary Haw-

thorne, also has the responsibility of supplying spares for the Army Air Corps' 99 Lynx, 157 Gazelles, eight Beavers, 21 Chipmunks, eight Alouette 11s and 30 or so veteran Scouts. The unit also supports spares demands to the Falkland Islands, Cyprus, Belize, Kenya and Northern Ireland.

Both UK and BAOR units

well as the Gazelle-equipped liaison units of 16 Flight at Wildenrath, 7 Flight in Berlin and 664 Sqn at Minden.

The Detmold operation also oversees the requirements of the five Gazelles of BATUS - British Army Training Unit Suffield - in Canada.

Both UK and BAOR units are linked by a £100 million computer system to the RAF Supply Automated Data Sup-

Story: Graham Smith  
Pictures: Terry Champion

ly System at Hendon. The Army is happy to fit into RAF standard operational procedures, accepting that Service as its supply manager.

So sophisticated is the Army system it is estimated that only five per cent a month of requests cannot be met. The other 95 per cent can be found usually "within available Service resources" - the other two Services.

Maj Hawthrone said: "The underlying aim is an improved service at a lower cost, with less capital tied up in shelf stocks. The system provides immediate solutions to supply problems. Thus, when an RAF Supply Squadron or an Aircraft Support Unit demands an aircraft spare, the RAF's computer will search for the item.

"Should the A10 mainframe

computer at Hendon or its data link go down, the Army's network will continue to operate in a stand-alone mode until the A10 is up again or the data link is restored. At this point, the two computers - the RAF's and the Army's - will update each other's files on the supply transactions which occurred during down-time."

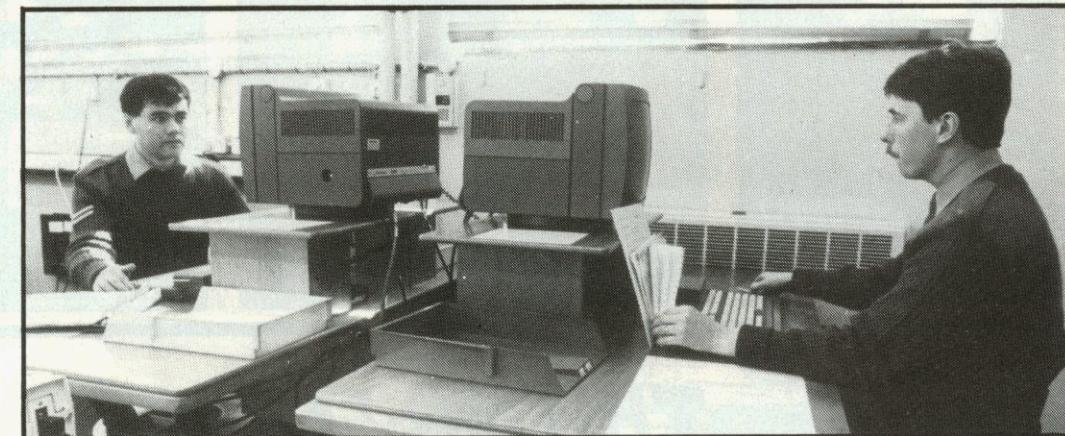
Plans were going ahead, he said, for the development of a

portable terminal for field operations which could plug into the local telephone network and communicate with its parent computer in the UK or BAOR.

He added: "The Army's aviation supply organisation is small but unique. Its RAOC officers and soldiers who proudly wear the light blue beret all hold dual Army and RAF supply qualifications."



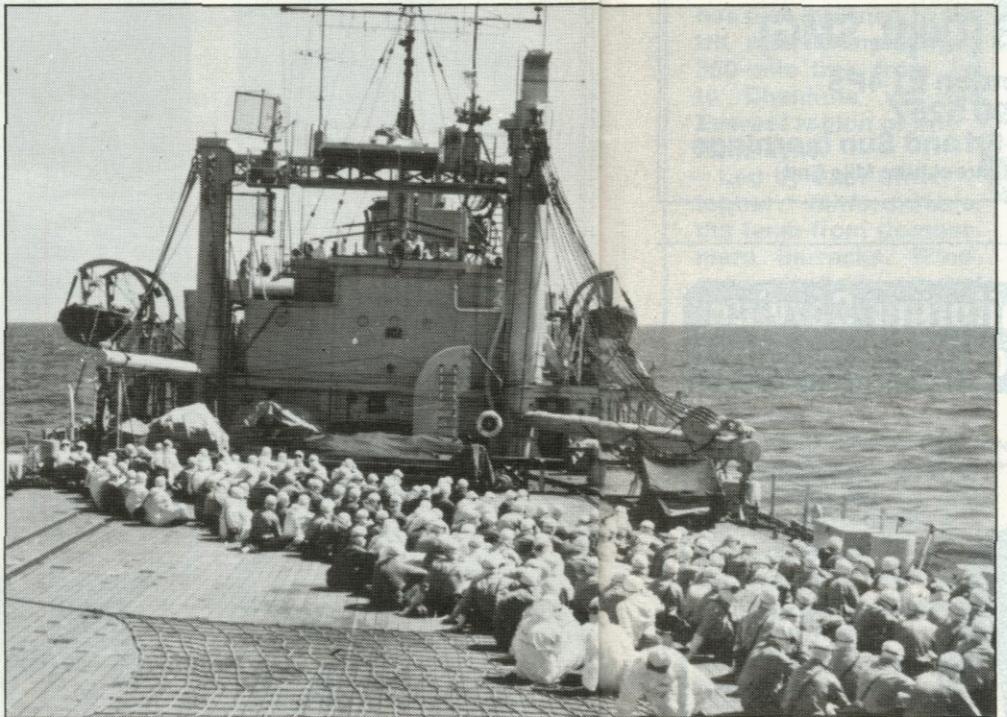
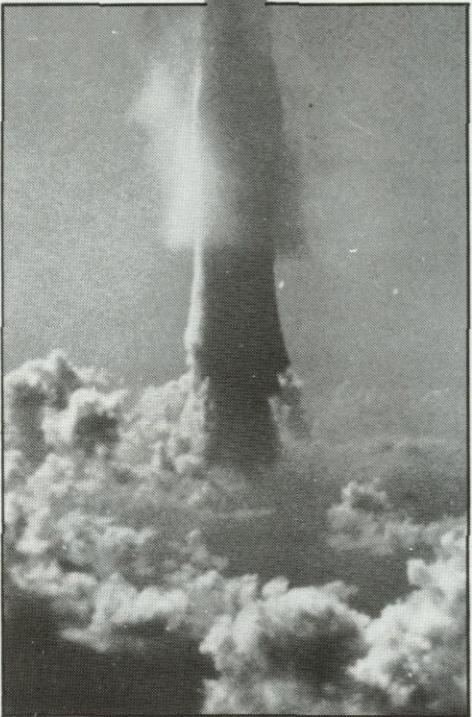
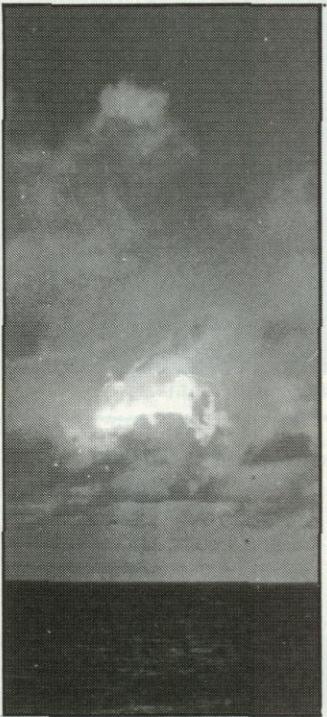
Cpl Gary Mason, stores NCO, hands over a replacement part to crew chief Sgt Ian Smith



Supply controllers, Cpl Keith Howleson and Maurice Williams punch in details at their consoles

# Secrecy v. the Media

From left to right - the explosion; the cloud racing skywards at 200mph; and spectators on board HMS Narvik. They were told "Turn your backs to the south, shut your eyes and cover them with your hands"



THERE is a "fog of war" that is confusing, even demoralising, when the soldier in the field does not know what is happening. Secrecy and unexplained movements help to create it.

Secrecy wins battles and intentions must be denied the enemy. How much information must be denied the intelligent, thinking soldier of today and that friendly "corps" of journalists who wander among their ranks?

For there is also a "fog of war" for those scribes and photographers with the troops

who are seeking information and suspecting the truthfulness of the answers.

In the Crimea and the Sudan in the last century there were few official war correspondents. They made their own way to the wars and gained, where possible, the patronage of some superior officer. News of the fighting, graphically written, took a long time to reach the columns of the national newspapers, which were often the first to announce triumphs and setbacks.

During the long journey through the Atlantic to the

Falklands conflict of 1982, journalists struck a real sea fog and keenly included "today helicopters were shipbound" in their stories. They were not to know that this was the only area of fog in the whole of the South Atlantic, and the passing of this information by satellite - to which the Argentines also had access - could have been disastrous, endangering the troops, the ships and their own lives.

In the Falklands' conflict the Press corps was necessarily contained but in a continental campaign there would be an

enormous chance of leakage, with greater numbers of journalists of many nationalities.

Many, following their peace-time bent, would be hyper-critical of management, machines and methods, even in success; some even supportive of the enemy.

Journalists are competitive in the interests of their papers and their own reputations. They are increasingly investigative and analytical. They believe the worst when their questions are not always fully answered.

So great is the problem of

war reporting today that immediately after the Falklands War the MoD commissioned a major study of the subject. A Ministry spokesman had said: "The essence of successful warfare is secrecy; the essence of successful journalism is publicity."

University College, Cardiff, was given full access to secret military sources regarding the Falklands and also studied the conflicts in Vietnam, Granada and Israel's involvement in the Lebanon. The result is an intensive, argumentative document which raises innumerable

questions and needs a rapid solution, because an adequate system must be ready before the outbreak of any new conflict.

It is too late to create one at the outbreak. Such a system must satisfy the journalists, and through them the public; but also equally - or should it be first - the needs of commanders and the safety of the troops. - GRH

**The Fog of War** by Derrik Mercer, Geoff Mungham and Kevin Williams, published by William Heinemann Ltd. Price £15.95.

# Grappling with the bomb

Britain's series of megaton thermo-nuclear weapon tests over Malden and Christmas Islands in the Pacific in 1957, a series codenamed Operation Grapple, was a combined Service operation with Air Vice-Marshal Wilfred Oulton as Task Force Commander.

*Christmas Island Cracker* is his story of Grapple from the time when the Assistant Chief of Air Staff (Operations) told him, with typical Service understatement: "I want you to go out and drop a bomb somewhere in the central Pacific Ocean and take a picture of it with a Brownie camera."

The weaponry was the creation of Sir William Penney and his team. Its yield and local effects could not be predicted, nor could the effect on the aircraft making the drop.

As Bill Cook, Penney's

deputy, told the TFC: "... might not work at all, although I obviously think it will. Might be a fizzle of a hundred kiloton or might be ten megatons or more . . ."

It was indeed a journey into the unknown which, in today's anti-nuclear climate of opinion, would be considered nothing short of foolhardy.

This was a considerable challenge to the Royal Air Force, with first line service needed for seven different types of aircraft; invention, including the devising of deflectors to shelter aircraft from strong Pacific winds; and involving the massive logistic problem of men and stores movements.

The author relates most, if not all, the banana skins and hiccups that beset an operation of this size; such as when coolant had to be obtained at the last moment from a West

German supplier and packed overnight for shipment.

Although on the face of it Grapple seems to have been mainly an RAF show, the Royal Navy and the Army had integral parts of the operation with sappers heavily involved in many ways, notably 28 Field Engineer Regiment, with Royal Signals, RASC and RAOC contingents also having important roles.

If for no other achievement, Operation Grapple will be remembered as a practical demonstration of inter-Service collaboration. Air Vice-Marshal Oulton can feel justly proud of his historic command as he can of his clear and factual account of it in his book. - BJ

**Christmas Island Cracker** by Air Vice-Marshal Wilfred E Oulton, published by Thomas Harmsworth. Price £14.95.

## The 'ifs' that altered history

EVERYONE with even a passing interest in military history has speculated on what might have been if another strategic decision had been taken. When ex-Servicemen of the Second World War meet over a drink, the conversation frequently turns to what might have happened had Hitler carried through the Axis advantage in 1940 or had Germany not invaded the USSR in 1941.

These are only two very obvious examples of "moments of if". What Kenneth Macksey has done in *Military Errors of World War Two* is to

re-examine 14 campaigns of the Second World War in the light of decisions made by commanders; their mistakes, misjudgements and miscalculations.

Each chapter deals with a separate campaign and relates to it events that "significantly extended the length and scope

of the war with consequent increase in loss of life, destruction of property and in political change". The author highlights the critical elements that contributed to the errors, mishaps and mistakes.

In the late Ronald Lewin's book, *Hitler's Mistakes*, the

author declared: "... even in September 1939, he (Hitler) acted with a precipitancy which was more characteristic of a brainless Hassar than a Great Captain."

Kenneth Macksey does not go as far as that but he does discuss a number of critical flaws on the German side up to the Battle of Britain: absence of a long-term strategic plan;

inability of several key commanders to envisage the effects of mechanised deep penetration; use, particularly in the Luftwaffe, or insecure radio communications; the fallibility of Goering's claim that a

decision at Dunkirk could be achieved by air power alone; poor intelligence, deterring the Germans from invading Britain soon after Dunkirk; failure to concentrate upon the neutralisation of British radar and the destruction of RAF Fighter Command.

A similar detailed analytical method is used throughout the book - for the battles in Russia; the desert war; the Battle of the Atlantic; the Japanese intervention; the bomber offensive in Europe; Arnhem; and the Pacific campaigns.

The author does not go in for character assassination, nor

does he make the book into a schedule of military incompetence. He is obviously aware of "the intricacies and stress of combat" and pressures that drive commanders into making mistakes.

It is through mistakes, coupled with the indefinable ingredient called luck, that campaigns are won or lost and this work, concerned with mistakes, will surely provoke discussion in staff colleges, clubs and pubs alike. - BJ

**Military Errors of World War Two** by Kenneth Macksey, published by Arms and Armour Press. Price £12.95.

## IN BRIEF

**The Air War 1939-45** by R J Overy. First published in 1980, reissued in paperback by Papermac (Macmillan). Price £8.95.

**Captives** by Catherine Kenny. The horrifying experiences of a small number of women of the Australian Army Nursing Service captured by the Japanese during the Second World War. Published by University of Queensland Press. Paperback price £8.50.

**Lion in the Sky** by Jerry Scutts. United States 8th Air Force fighter operations from 1942-45. Published by Patrick Stephens Ltd. Price £12.95.

**Modern Israeli Tanks and Combat Vehicles** by Samuel M Katz. No 24 in the *Tanks Illustrated Series*. Published by Arms and Armour Press. Price £4.95.

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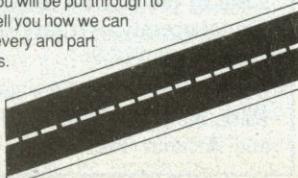
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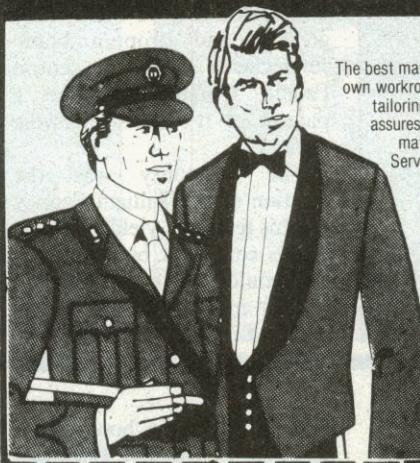
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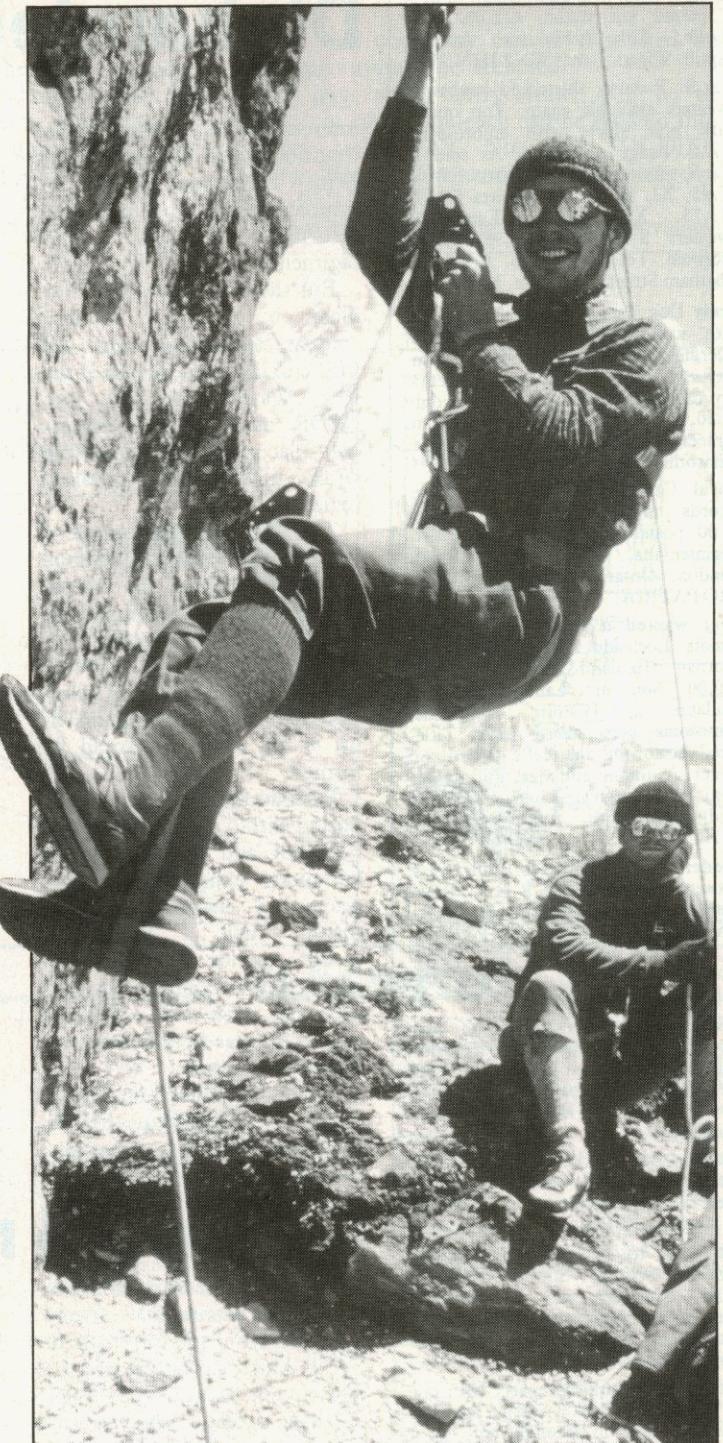
# A LIFE OF ADVENTURE

## High road from Jiri

A TEN man expedition from The Life Guards has just returned to the UK after completing a 350-mile trek from Jiri to Dhankuta via the Everest region of the Himalayas.

Led by Capt Christopher Mitford-Slade, the team from Combermere Barracks, Windsor, climbed several peaks, including one of 19,650ft, despite bouts of dysentery and altitude sickness.

Rations and equipment for Exercise Eastern Promise were flown to Kathmandu by the Royal Air Force. The guardsmen were accompanied by local sherpas and a guide on the journey to the Khumbu Glacier and Everest base camp.



Capt Nick Garrett, second in command of the expedition, under instruction on self rescue techniques

TWENTY juniors and permanent staff from Salamanca Company of the Junior Infantry Battalion at Shorncliffe, Kent, have completed a three week

adventurous training walk in Spain and Portugal. They explored the historical town of Salamanca, Spain, which has lent its name to the company.

## Return to Salamanca

VETERAN charity cyclist Bob Gluck is planning a two-wheeled assault on 23 cities in West Germany - all in a good cause. Bob, who is 56 and reckons to have raised £1.75 million on his bicycle during the past 26 years, aims to start in Hamburg in mid-August and pedal his way to Hannover by the beginning of September.

His German jaunt, during

## All in a good cause

which he hopes to visit - and collect from - as many BAOR units as possible, is a warm-up for an ambitious 9,800 mile

trans-Canada journey. Bob plans to help handicapped children of Service personnel in Germany with his latest venture.

□ □ □

Also on the move in BAOR are 12 members of 1 Field Squadron RE based at Nienburg. They are running through most of the large garrison towns in Germany on

## Explosive humour

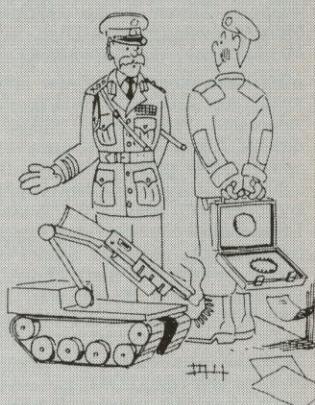
Cartoons by Spr Peter Hammond of 579 EOD Sqn RE (V), Greenhithe, Kent



Cor look, Sir, it's a type 51! Are they dangerous?



That's funny, mine's a digital as well...



You haven't seen my briefcase have you? I left it here somewhere.

their way to Guys Hospital in London. They plan to raise £5,000 towards the cost of colour heart monitoring scanning machines for the hospital.

□ □ □

Ten young officer cadets from Southampton University OTC ran in relay around the Isle of Wight in 5½ hours and hope to give £6,000 to an island workshop for the handicapped.

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**LETTERS EXTRA****Disbanded names**

I read Mr Williams' letter (SOLDIER, May 18) with interest and as a lover of the traditions and foibles of the British regimental system can sympathise with his desire to resurrect disbanded famous regiments.

But the manpower demands made by complex modern combat techniques and the forthcoming introduction of the new Warrior MCV80 into BAOR mechanised battalions will place an ever increasing strain upon single battalion regiments.

The partial reorganisation of the infantry branch into large regiments during the sixties was never carried through to its proper logical conclusion.

Instead of the present administrative/training divisions extra large regiments of up to ten battalions could be formed.

Personnel could be cross-posted within the battalions of a regiment and the number of battalions expanded or contracted as circumstances demand. Such a framework would provide the flexibility which modern combat dictates and still allow the individual soldier to wear a regimental cap badge with pride.

The clock cannot be turned back. - R A Hamilton, Flat 4, Faulkner Gardens, Ainsdale, Southport PR8 3JJ.

Following our story on the disbandment of The York and Lancaster Regiment (SOLDIER, March 23), we have received a number of letters suggesting ways of keeping old regimental names "on the books".

**James Jepson** (ex-Camerons ACF Bn), of Lochgilphead, Argyll, asks why historic names cannot be carried on by Territorial Army units.

**N A West** of Edgeley, Stockport, says the regiment could have remained in limbo indefinitely and is amazed that more was not done by people in the area to protest against the regiment's ultimate sacrifice.

**David Griffin** of Wigston, Leics, thinks the constant reforming and disbanding of regiments could prove unsettling for other units and advocates a plan for, say, ten regional regiments which could expand and contract by battalions according to demand. They would be secure in their permanence and true to their represented counties.

Thus the five old regiments of Yorkshire could become one, distinguished by their badges and traditions.

● **This correspondence is now closed - Editor.**

**Cannibal rescue**

I read with interest your article on the bold rescue of 17 officers and men from the cannibals of South Andaman Island and the subsequent award of five VCs.

I have a picture which shows my mother (then aged eight - now a sprightly 80) on the same island 40 years after the rescue attempt, but clearly less intimidated by the 'cannibals'.

Three members of my family (myself, mother and grandmother) were born and raised in the Andamans and I intend

to re-visit the islands with my mother next year. One is still likely to be met by a hail of arrows on some of the remoter islands, but there is little proof that the aboriginal inhabitants were ever cannibals.

Although the rescue in your story was obviously heroic, it would not merit the award of a VC by today's standards. - Tim Deane, Editor AAC Journal, Army Air Corps Centre, Middle Wallop, Stockbridge, Hants SO20 8DY.

**Bluecap duties**

I read with interest your letter "Bluecaps faded away" (SOLDIER, April 20). We were CMP, not as stated in your answer. Motor cycle patrols were left to CMP TC (White Cap); our main duties were to patrol and check people entering or leaving certain places.

In some of these duties we did investigate crime but our findings went to CMP Provost for their APM to decide.

We also did duties in the movement of PoWs, to and from camps, working parties and so on. - G Knowles, 12 Kennerleigh Drive, Crossgates, Leeds LS15 8LZ

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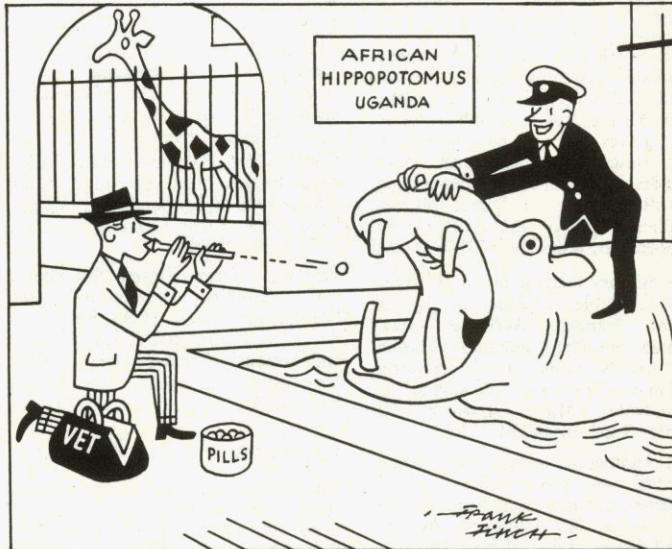
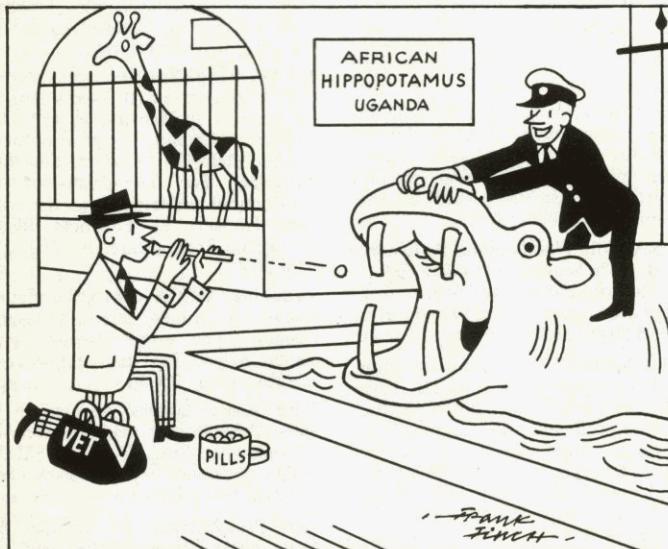
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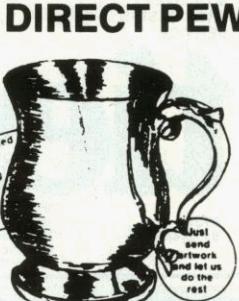
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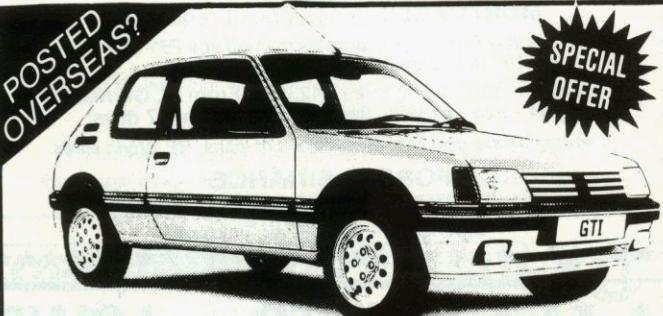
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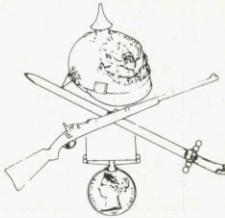
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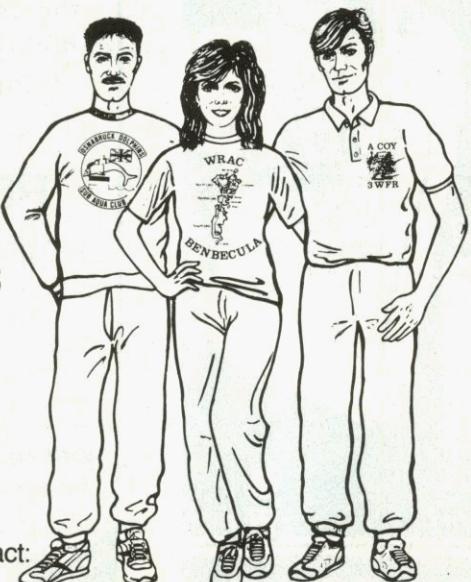
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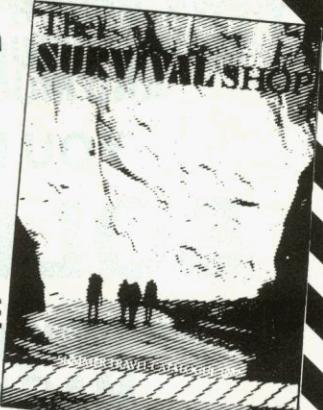
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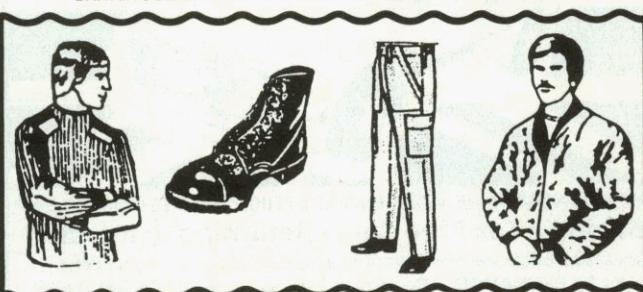
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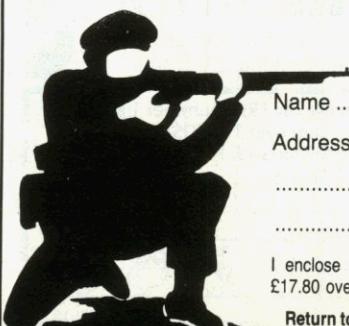
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# The Wight way to weigh in

WHEN 160 anglers decided to enter the Army Angling Association's individual boat angling championships the organisers were left with a king-size problem. Where to find enough boat places for everyone.

The answer was Portsmouth's two harbours. After almost six months of planning, 160 fishermen clambered aboard 17 boats and sailed out of Portsmouth and Langstone harbours to fish an area in eastern Wight.

Adding to the incentive of a good day's report were 50 trophies, prizes worth £500 and pool money of £150.

A staggering 20 species were taken during the six hours of the competition. In all 412 fish were taken to the scales, with 350 tope and smoothmouth returned to the water. More than 1,100lb of fish were weighed in.

The self-imposed conservation policy of not killing tope and smoothmouth appealed to anglers and skippers alike, and these were measured by skippers and released.

Top weight of 44lb was taken by Cpl Ferdinandales of 236 Sqn RCT, Manchester, with BAOR-based SSgt Bailey, 2 Fd Regt RA Wksp, second, and Sgt Wilson, 17 Port Regt, Marchwood, third.

## Gunner gain

MAJOR unit team champions at the Eastern District athletics championships at Colchester were 45 Fd Regt RA, who finished two points ahead of 3 RGJ Comms and Sy Gp (UK) who won the minor unit trophy from Depot Queen's Division in second place.

## Sapper success

AFTER some tough competition from 5 Innis DG, 35 Engr Regt added the 4 Armd Div major units swimming and water polo championships to the many sporting successes the regiment has achieved this year.

Pictures: Sgt Arthur Thomson



## Bovington boys take swimming honours

PRINCESS Marina College beat the Army Apprentices College Chepstow 8-3 in the final of the Army junior water polo tournament at Bovington.

But the swimming championships were won by the "home" team, the Junior Leaders Regiment RAC, who finished a point ahead of Princess Marina College and AA College Harrogate. Chepstow were fourth, just two points behind the winners.

Army junior records were set in the 100m breaststroke by ATdsm Read (Princess Marina College) with a time of 1min 14.31sec, and in the 100m freestyle by JLdr Johnstone (Light Division Depot), with a new best of 57.62 sec.

## MUD LARK!

RIDERS from the south who viewed Scotland as a land of mists, rain and wind were not disappointed by Exercise Tartan Brae, the Army Motor Cycle Association's Scottish trial staged at the Dreghorn training area near Edinburgh, writes John Boyes.

A strong westerly breeze threatened havoc with the tentage erected for the event and rain turned some of the special sections - difficult already - into a morass of rich and gelatinous mud.

The better riders mastered the conditions, while others were drawn as if by some invisible force to the muddiest sections of the course.

Organised on behalf of Army Headquarters (Scotland) by 153 (Highland) Artillery Support Regiment

RCT(V), the trial attracted 74 rides - ranging from experts to beginners - representing Regular and TA units, the Royal Navy and the Royal Marines.

Competition consisted of three stages over the same demanding four mile course which took the riders into the foothills of the Pentlands. Ten special sections incorporating a variety of obstacles had to be negotiated on each circuit.

While the rules permitted the use of any motor cycle, there was an encouraging entry of new Armstrongs and even a smattering of Can-Am's.

Once everyone was "fair clairied" with mud, the weather changed for the better and the sun came out.

But the clinging surface continued to take its toll of the unwary.

As the scores were being totted up, GOC (Scotland) Lt Gen Sir Norman Arthur arrived to present the prizes.

Main prizewinners were - best Regular rider, LCpl Hurworth (27 Regt RCT), Aldershot; best TA rider, LCpl Malloch (212 Highland Ambulance Sqn), Perth; best Regular team, 66 Sqn RCT, Tidworth; and best TA team, 150 Regt RCT(V), whose immaculate turn out in bright red team strip would have won a concours d'elegance had there been one. Spirit of the Event Award went to a surprised and delighted LCpl Richard McSpadden (220 Ambulance Sqn) from Belfast.

## Prince of Wales's carry on winning



Depot, The Prince of Wales's Division hockey team. Back: LCpl Parsonage, Cpl Overton, CSgt Hilton, LCpl Halfpenny, WO2 Ogle and Cpl Kelly. Front: Lt Minter-Kemp, Lt Col Webster, Lt Field, WO2 Mullingani, WO1 Pimblott

THE hockey team of Depot, The Prince of Wales's Division won the UK minor units trophy, beating 9 Ord Bn RAOC in the final by two goals to one.

Scorer of both the depot's goals was WO2 Mullingani. This result was incorrectly recorded in SOLDIER, April 6 issue.

In fact the depot had a tremendously successful hockey season, winning four major trophies. In addition to the minor units competition, they also took the Western District championship, the UK infantry championship and the Western Region Services League title.

# DOUBLE FIRST

## Army athletics championships

RUNNING his first ever competitive 5,000 metres race SSI Malcolm Edwards provided one of the major shocks of this year's Army individual athletics championships at Aldershot when he outstayed Army champion and record holder SI Geoff Wade to take the title by 1.2 seconds.

A delighted Edwards, who is based at the School of Physical and Recreational Training at Bulford told SOLDIER: "It was a totally different race to anything I had done before - it was a case of hanging on to the guys in front and seeing if I had anything left at the end."

"With about three laps to go they were very close to dropping me but I was able to concentrate and hang on and it was nice to feel I had something left at the end."

At the bell four runners were still in contention but the 29-year-old gradually lengthened his stride to pull away. His aim this year is to make an international mark at 1,500 metres - and soon after his event he flew out to take part in an international mile in Oslo.

Threatened showers held off throughout the day but gusty conditions meant that there was little chance of new records being set this year.

Sgt Christopher Ling (2 Sig Regt), who was beaten by the

experienced Capt Glen Grant in last year's 800 metres, managed to beat off his rivals to take this year's title. It was his first 800 of the season.

Said Overton: "I didn't come here expecting to win but after the heats I thought I had a good chance."

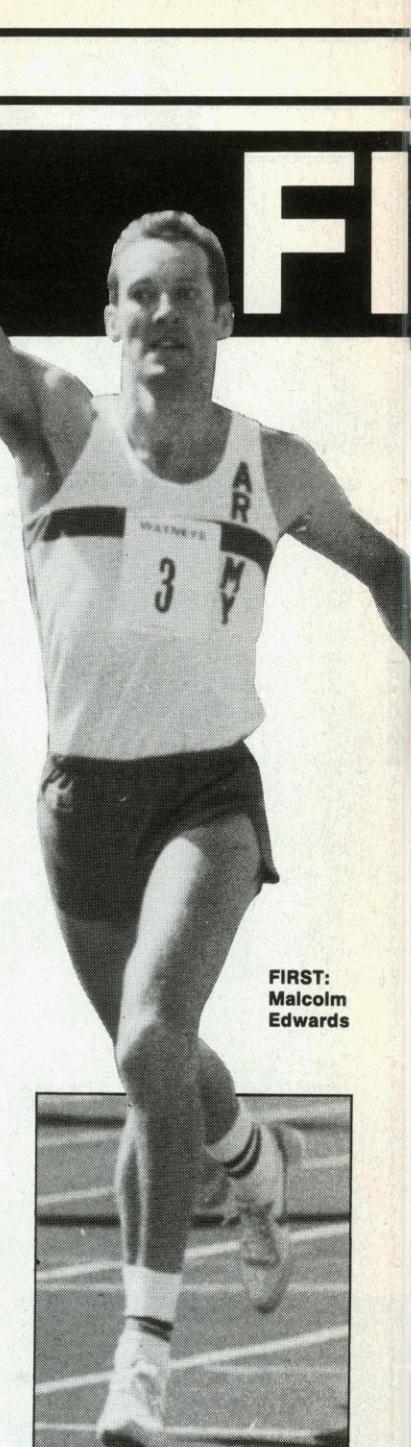
Army high jump champion, LBdr Stuart Brownrigg (7 RHA), who has a new Army record awaiting ratification, also had a bad day - he slumped to third place.

Beaumont, who trains with the Army's best known runner, Kris Akabusi, returned to the hurdles by accident when he turned up at an early season meeting too late to take part in the 400 metres sprint. He put his name down for the hurdles - and won - beating the Hampshire champion.

Cpl Phyllis Hylton (WRAC Centre) won both the 100 metres and long jump and came second in the 200 metres.

Top Army woman distance runner, Sgt Maggie Smith (16 Bn RAOC) maintained her domination with a win by more than a minute in the 3,000 metres.

Another 1986 runner-up who turned the tables was LCpl



**FIRST:**  
Malcolm  
Edwards



Airborne action during the Cavalry Cup final at Burton Court, Chelsea. The Royal Scots Dragoon Guards, the UK finalists, beat BAOR champions The Queen's Own Hussars by seven goals to six after extra time, penalties and a sudden death penalty shoot out

THE Army cricket team had an excellent victory against Northants 2nd XI at Tring, recording a win over a county side for the first time in four seasons, writes Peter Salisbury.

The Army won the toss and put Northants in, dismissing them for 215 in 70.5 overs.

Bowling honours went to 2nd Lt Charlie Redmayne 1 IG, who was making his debut for the senior side. He took four for 40 in 17 overs. Lt Paul Presland AAC Centre finished with three for 60, SSgt Neil Willis 1 KOB took two for 62 in 27 overs and Lt Julian Barrett 3 LI finished with one for three.

The Army lost two wickets while scoring 15 runs, but Lt Matthew Fleming 2 RGJ made a brisk 20 to get the score

## Results

**MEN**

5000 metres - 1 SSI Edwards (ULKF School of PT), 2 SI Wade (1 Irish Gds), 3 Musn Wright (2 Gren Gds); 110 metres hurdles - 1 Sgt Killen (2 Div HQ & Sigs), 2 Sgt Newell (2 Div HQ & Sigs), 3 Cpl Solomons (2 Div HQ & Sigs); 800 metres - 1 Sig Ling (2 Div HQ & Sigs), 2 Gnr Arnell (7 RHA), 3 LCpl Limb (Depot Para).

400 metres hurdles - 1 LCpl Beaumont (17 Port Regt), 2 LCpl Anderson (8 Regt RCT), 3 LCpl Key (2 Div HQ & Sigs); 100 metres - 1 LCpl Callender (2 Div HQ & Sig Regt), 2 LCpl Paul (3 Royal Anglian), 3 Gdsman Armstrong (2 Gren Gds); 100 metres (veterans) - 1 Capt Fitch (ACC); 3000 metres steeplechase - 1 Pte Simpson (1 PWO), 2, Cpl Lasseter (PCDRE), 3 Cpl Hart (SEE).

200 metres - 1 LCpl Pau (3 Royal Anglian), 2 LCpl Henry (2 Div HQ & Sig Regt); 3 Sig Austen (2 Div HQ & Sig Regt); 1500 metres - 1 LCpl Overton (1 Regt AAC), 2 Sig Vile (2 Div HQ & Sig Regt), 3 LCpl Freeman (2 Div HQ & Sig Regt); 400 metres - SSI Akabusi (53 Port Spt Sqn), 2 LCpl Anderson (8 Regt RCT), 3 LCpl Francis (2 Div HQ & Sigs).

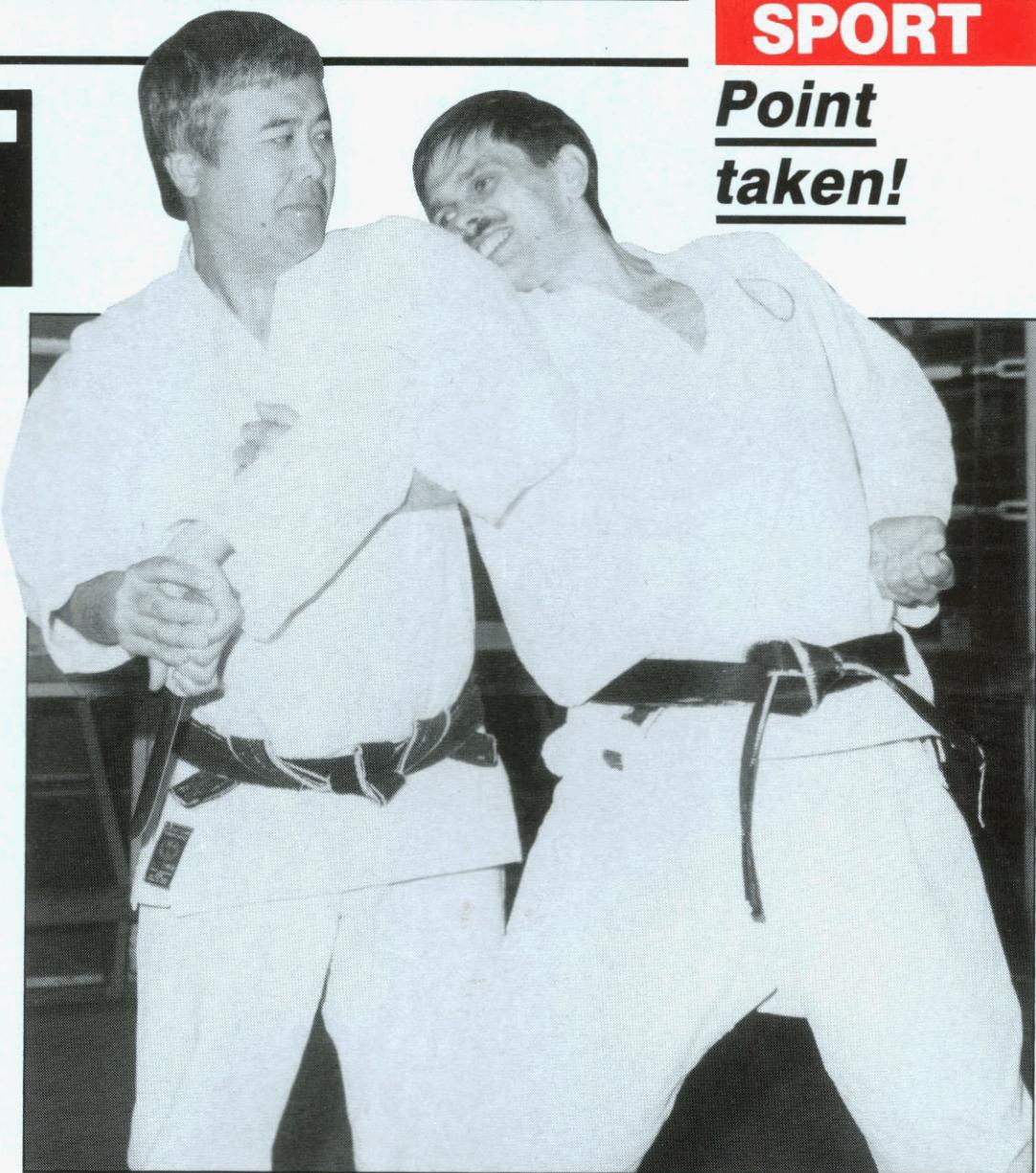
Triple jump - 1 Pte Sammerson (1 DWR), 2 JL Cpl Marsden (JLR RCT), 3 Gnr Khan (50 Missile Regt); hammer - 1 Spr Sterling (65 Corps Support Sqn), 2 Sgt Welsh (1 IG), 3 LCpl Dobson (1 PWO); shot - 1 LCpl Wilkinson (2 Gren Gds), 2 Spr Sterling (65 Corps Support Sqn), 3 Sgt Killen (2 Div HQ & Sig Regt).

Pole vault - 1 LCpl Lyons (Depot Regt RE), 2 Sgt Killen (2 Div HQ & Sig Regt), 3 LSgt Farrell (1 Irish Gds); high jump - 1 Rgr Lewis (1 Royal Irish), 2 Pte Williams (521 Coy RPC), 3 LBdr Brownrigg (7 RHA); discus - 1 WO 1 Johnson (SEE), 2 LCpl Williams (3 RGJ), 3 Spr Sterling (65 Corps Spt Sqn).

Long jump - 1 Sig McSweeney (2 Div HQ & Sig Regt), 2 Bdr James (50 Missile Regt), 3 LCpl Pinnock (1 Staffords); Javelin - 1 Cpl Mullen (39 Hvy Regt RA), 2 Rfn Harwood (3 RGJ), 3 Cfn Rix (SEME).

**WOMEN**  
3000 m - 1 Sgt Smith (16 Bn RAOC); 100 m hurdles - 1 Cpl Gilchrist (ASPT), 800 m - 1 Cpl Oprey, 100 m - 1 Cpl Hylton (WRAC Centre); 200 m - 1 Cpl Gilchrist, 1500 m - 1 Pte Sharp (10 Coy WRAC), 400 m - 1 Sgt Higgins.

High jump - 1 Cpl Gilchrist, javelin - 1 Pte Porter (RMAS), discus - 1 Pte Walker (QARANC), long jump - 1 Cpl Hylton, shot - 1 LCpl Fox (8 Sig Regt).



A disarming moment for Capt Robert Howells RAEC (right) as professional karate instructor Matsofumi Shiomitsu turns a knife attack into a painful lesson for his assailant.

Thirty young karate enthusiasts from the Junior Infantry Battalion (Scottish and

King's Divisions), at Albemarle Barracks, near Newcastle, were given a three-hour course on wado karate by Mr Shiomitsu.

Highlight of the session was his defence against a series of knife attacks by Capt Howells, himself a third dan, who instructs at JIB Ouston.

two days, the fixture against Free Foresters was played as two one-day games.

He was particularly severe on former Yorkshire and England seamer Graham Stevenson, who was battered for 53 in nine overs.

When Gill was dismissed, Cpl Graham Summerskill 1 DWR hit an equally fine 32 not out. The Army, who made the runs in 49.1 overs, won by six wickets.

It is the first time the Army has beaten a county XI since 1983, so ranks as a pretty good performance.

Despite poor weather the Army had three most encouraging matches at Aldershot this month.

Because the visitors were unable to field the same side for

next day the Army batted first and declared at 205-5. Top scorer was LCpl David Gill with 61 not out, Barrett made 47 and WO1 Peter Wood 3 Fd Wksp 32.

The Free Foresters were dismissed for 94, Redmayne finishing with 2-16 and skipper Lt Matthew Fleming 2 RGJ 2-13, but the best bowling figures were returned by Cpl Andy Taylor 17 Port Regt RCT, whose four victims cost 34 runs.

On the Monday, Middlesex 2nd XI turned out with seven players with first team experience but were made to struggle and were 131-5 when rain washed out the game. Taylor was again the leading wicket taker with 3-57.

## Northants bowlers take a battering

moving and there was then an excellent stand between Lt Jonathon Willatt 45 Fd Regt, who went on to make an excellent 87 not out, and LCpl David Gill 66 Sqn RCT, who

# SOLDIER



Two days after returning from a five-week exercise in Australia G Battery (Mercer's Troop) Royal Horse Artillery, part of 7 RHA, were out in heavy rain on Queen's Avenue, Aldershot, to mark the anniversary of the Queen's coronation. Their 21-gun salute was fired from the 105mm Light Gun.

Picture: Terry Champion