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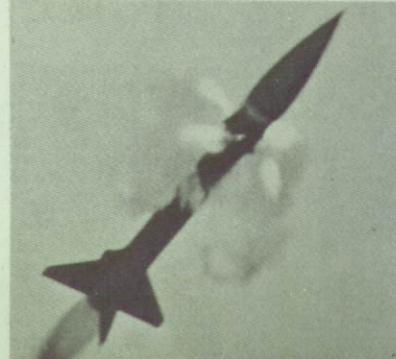
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SOLDIER

NOVEMBER 1966

Volume 22, No. 11

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GUESS WHO?

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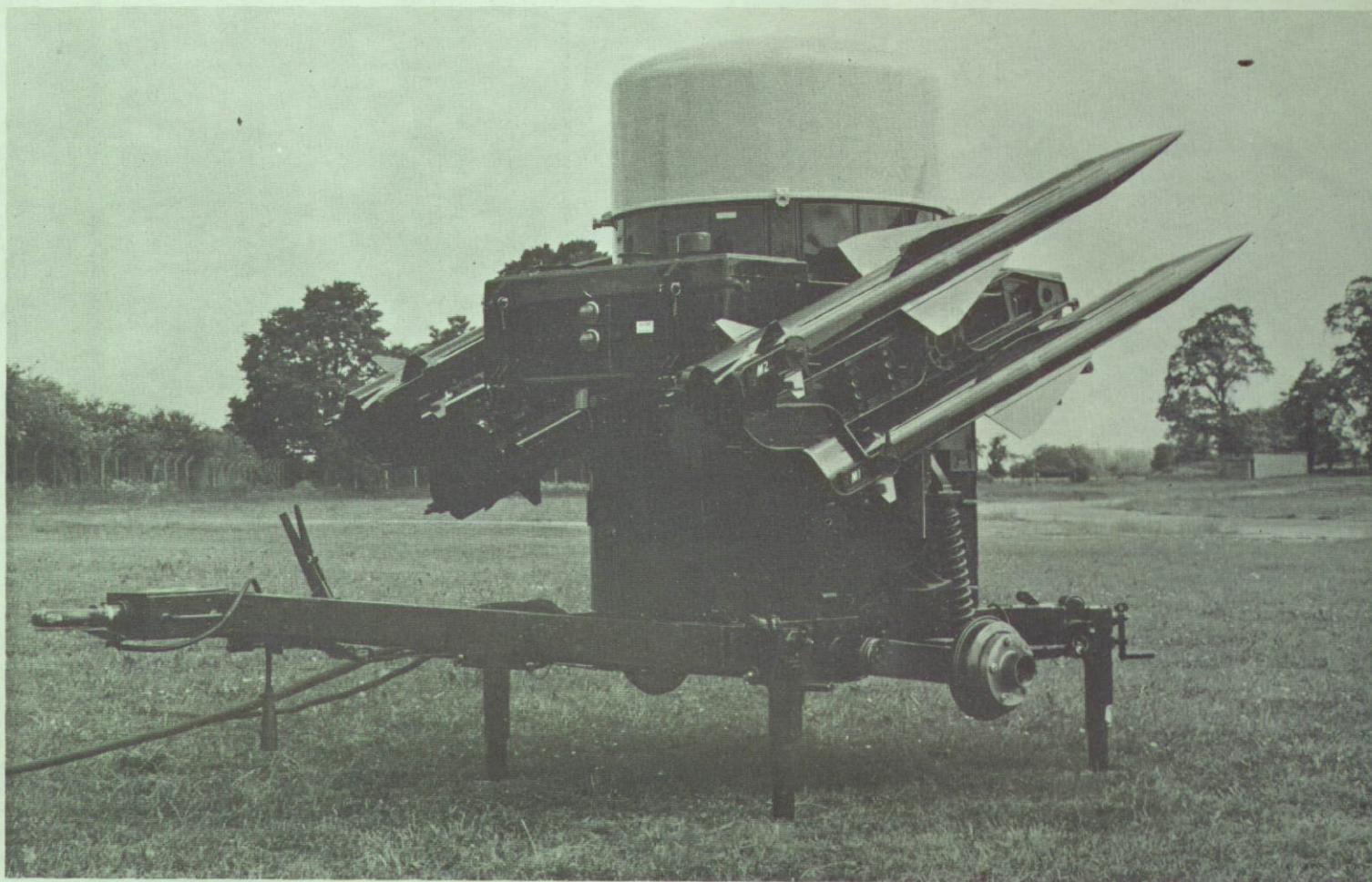
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**EXPRESS
TRAINING**

see page 14



The ET316, pictured here in a firing position (above) and packed up on its trailer behind a Land Rover (below), has attracted many serious inquiries from other Allied military powers.





MISSILES THREE

TWO new missiles have been accepted by the Army. Swingfire is a vehicle-based anti-tank weapon for the Royal Armoured Corps and the ET 316 is an anti-aircraft missile for the Royal Artillery capable of speeds in excess of Mach 2.

Rumours at the Farnborough Air Show and subsequent newspaper reports indicated recently that the Army was about to order another new weapon—Blowpipe, an anti-aircraft “mini” missile designed for the infantry. This is not quite accurate.

Blowpipe has been developed by Short Brothers of Belfast as a private venture to meet an infantry requirement for self-defence against very low-level aircraft. It can be fired from the shoulder, weighs only about 28 pounds and can intercept its target, unlike Redeye, the American equivalent, which can only chase its target, probably after the enemy aircraft has dropped its “eggs.”

But there is certainly no order imminent—in fact it has not yet even been decided what type of weapon system should protect infantry on the battlefield against low-level aircraft. The choice is between the conventional “gun” or guided weapons.

There is no doubt of the urgent need for what is officially called a “unit self-defence surface-to-air weapon” and most of the great powers consider it one of the most important of the unsolved problems. Redeye, which homes on the heat of an aircraft’s engines or on the hottest part of a

jet engine’s tail-pipe, is only a partial solution.

Even if the Army finally accepts a guided weapon as the answer, there would still be many difficulties—not least the problem of aircraft recognition before the weapon could be brought into use.

Swingfire and ET316 are brighter news for the Army. Sometimes described as a successor to Vigilant, Swingfire is more accurately a replacement for the Malkara missile in that it is specifically designed to be mounted on a vehicle, unlike Vigilant which was designed as an infantry weapon and was adapted for use on a vehicle.

A wire-guided missile with jet deflection incorporated for in-flight manoeuvring, it has a good close-range performance and a very long maximum range. Because it needs no traversing gear and fires from a fixed angle of elevation irrespective of range, it is ideally suited to fitting on vehicles and can be adapted for use from helicopters.

Immune to all known electronic counter-measures, it can be fired from behind ground cover. The missile needs no testing in the field and it lives in and is launched from a robust hermetically sealed package which is easily handled and protects the missile during movement in unit transport.

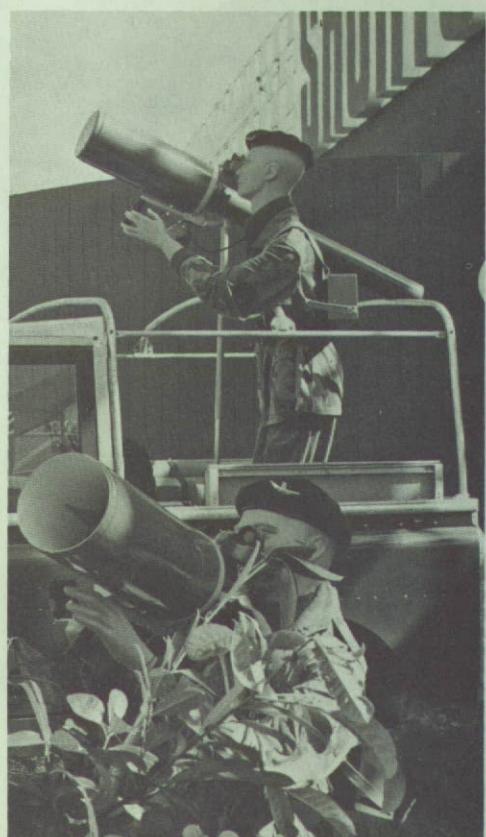
ET316 is a joint service project as the system is destined for use by both the Royal Artillery and the Royal Air Force Regiment. It is designed for operation against low-flying aircraft beneath the

coverage of existing surface-to-air guided weapons and with missile speeds in excess of Mach 2 it can engage supersonic and subsonic aircraft from near ground level to an altitude of several thousand metres with a high single-shot lethality.

Like Swingfire, ET316 has been developed by the British Aircraft Corporation’s Guided Weapons Division, which produced Thunderbird and Vigilant, now in service in many countries throughout the world.

The system is mounted on a two-wheeled trailer which carries four launching rails and the automatic target detection and acquisition radar. Towing vehicle is a Land Rover, which also carries spare missiles. The fast reaction time of the ET316 will enable it to destroy fast-flying aircraft low enough to be screened by the terrain until fairly close to their target.

Above left: Swingfire pictured a split second after launching. Below: Mock-ups of Blowpipe, the “mini” missile designed for the infantry, appeared on a stand at the Farnborough Air Show.





BEGINNING OF THE END

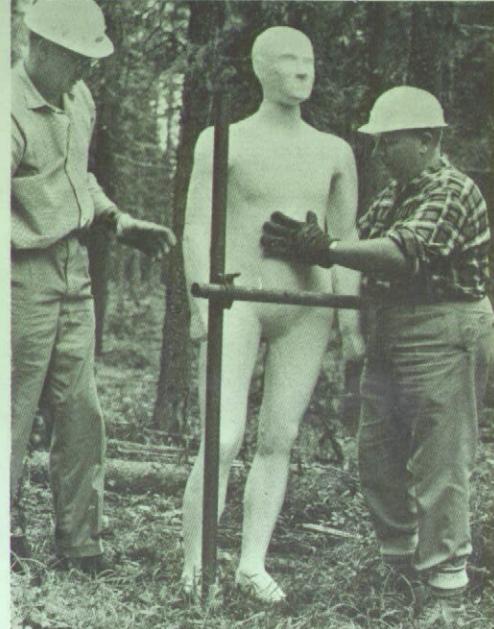
The sun sets on a British patrol in Sarawak.

And as these men of 1st Battalion, The Queen's Own Buffs, squelch along the stinking mud flats of a river estuary watching for members of the Clandestine Communist Organisation flushed from the nearby jungle by their comrades, they know that the sun is setting too on a campaign—the three-year-long Confrontation in Borneo.

The Queen's Own Buffs are now out of Malaysia. Soon there will be no British troops in Sarawak—no more hacking through steaming jungles, no more heaving mud, no more ambushes.

It is not yet the end. But for the British troops supporting Malaysian forces it is the beginning of the end.

BIG BANG



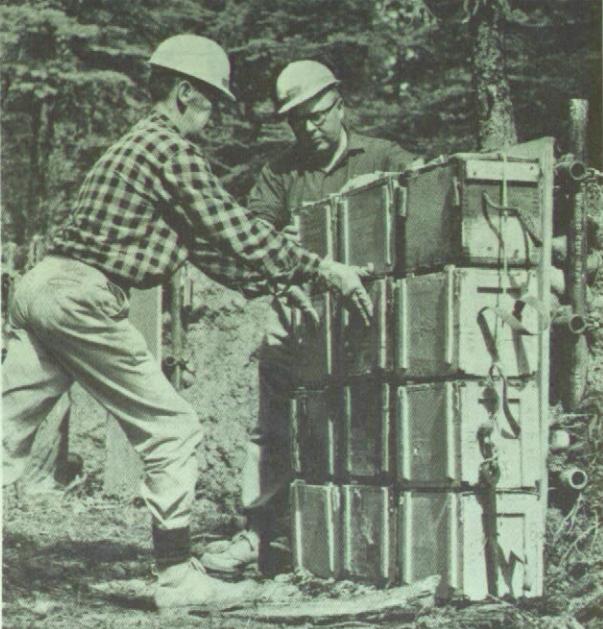
Left: Gentle handling for a nude warrior. Scientists deduced possible human casualties from blast effects on plastic dummies.

Right: Blast damage on dummy ammo and fuel dumps will be scaled up to predict results of nuclear detonations of any size.



Far left: The simulated nuclear burst threw a mushroom-shaped cloud over the forest test site in Canada's logging area.

Below: The hammer blow of 50 tons of TNT crudely felled the conifers over a wide area of local forest.



Above: Mr W Worthington, member of the Ministry of Defence team, adjusts a high sensitivity blast gauge. Below: Cpl F Gray, Royal Engineers, climbs tangled timber after the explosion on a movement experiment.



THE blast of Operation Woodpecker gouged a goodly crater and devastated an undisclosed area of forest in a remote part of Canada. "Some woodpecker" said the populace of Hinton 15 miles away when the boom reached the town.

On a mission Guy Fawkes would have been proud to command, a mixed force of British scientists and soldiers joined American and Canadian teams for the test simulation of a small nuclear explosion.

Mr G J Laing headed four British teams from the Ministry of Defence and 15 Sappers drawn from units in Germany. For the soldiers the trip was an eight-week red carpet stretching via a Royal Canadian Air Force flight from Marville, France, to the foyer of Hinton's Athabasca Valley Hotel. The little town of 5000 population extended the kind of wholehearted welcome for which the timber country is famous. The Sappers were feted and dined,

Woodpecker, a 50-ton explosion in a forest, was the star item of Operation Distant Plain, the 1966 firings. Tremors from an explosion of this size in a United Kingdom forest would rock the House of Commons; British military scientists leapt at the chance of staging the operation in a sparsely inhabited piece of Alberta.

On Friday nights, when the lumberjacks drove into Hinton with muscles and wallets bulging, the Sappers joined the locals in their precarious game of watching the rip-roaring fights.

After nights spent painting the town, the Sappers passed the daytime spraying 80-foot conifer trees. Playing handmaidens to 35 boffins threw up some odd tasks, but none was more curious than a request to paint trees green, blue and fawn. The scientists wanted to assess the damage to the trees, and when, post-bang, the Sappers saw brightly coloured branches littering the landscape they agreed it was a good idea.

taken to a rodeo, guided round the Banff and Jasper national parks and led to the Miette hot springs where they gaped at water gushing steaming from the ground.

The Americans thought so too and painted a tree of their own. When they visited their giant Christmas tree one morning, they found tinsel and baubles dangling from the branches and neat parcels stacked underneath.

The Sappers surveyed and plotted the exact position of trees in the explosion danger zone. The direction of fall and distance covered by pieces of flying lumber yielded golden information on the movement and strength of explosion shock waves.

A second programme was to resolve knotty uncertainties on the question of troop and vehicle movement through a shattered forest. Before and after the explosion, the Sappers were timed over identical routes on foot and in every kind of vehicle from a jeep to a five-tonner.

Similar experiments were conducted with an armoured personnel carrier and a Centurion tank manned by Canadian soldiers. When the scientists wanted to compare methods of track making through the waste of match-sticks and firewood, the guinea pig engineers cut, sawed, drove heavy plant and set charges.

Two parallel tests on hazards to personnel and equipment called for the setting up of naked plastic dummies and petrol and ammunition dumps.

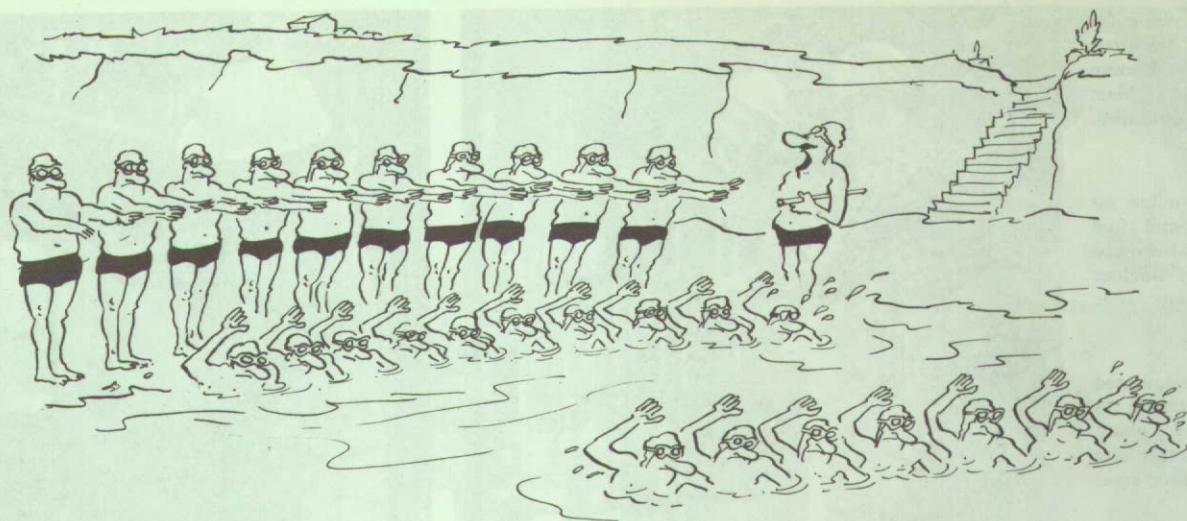
Positioning instruments up trees kept the tree bicyclists pedalling hard; but with ten miles of cable to lay and numerous recording gadgets to establish, no one else had time to enjoy their efforts.

When Woodpecker finally erupted—90 minutes late due to a bad meteorological

report—the gauges and 30 automatically started cine cameras were recording data which will keep the scientists busy for months ahead.

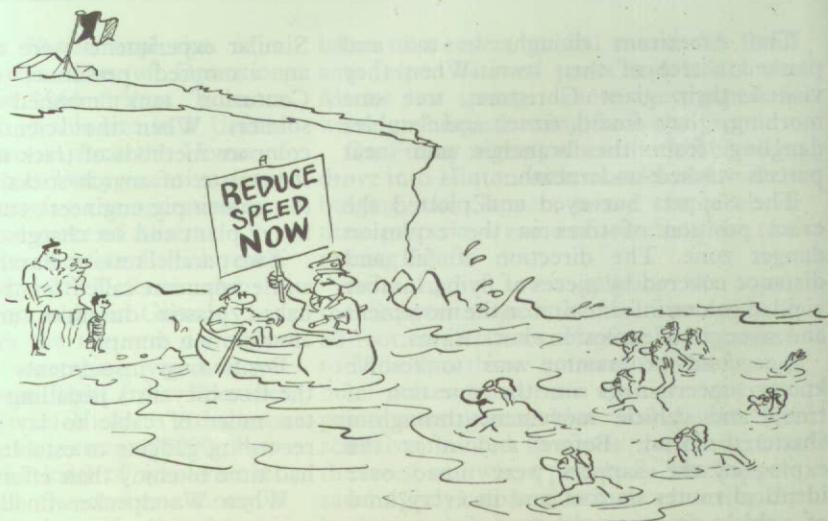
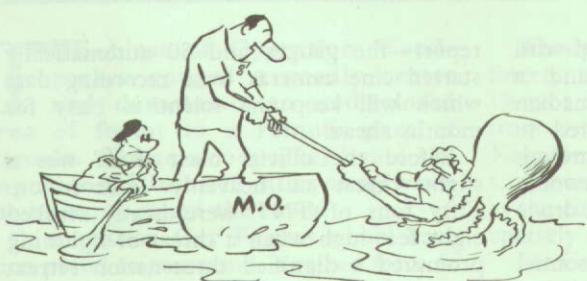
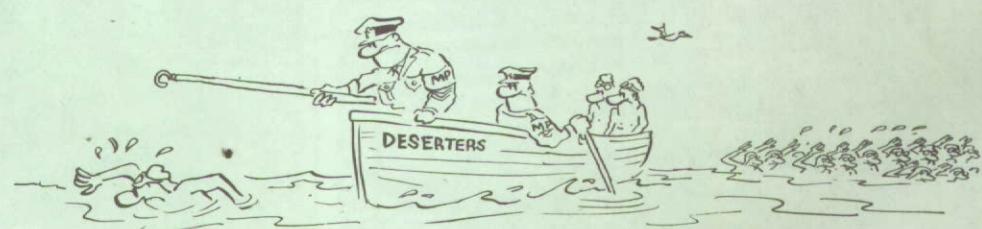
Before the official blast there was a slight threat of heavenly intervention. Fifty tons of TNT were neatly stacked eight feet high when a threat of lightning prompted a dignified three-nation retreat from the area.

The explosion was duly impressive, although but a bare fraction of a kiloton nuclear bang. Stones and wood fragments hurtled hundreds of feet into the air to rain down on the scientists' bunkers with an unholly clatter. After the fireball the Sappers, scientists and dignitaries on a distant stand, saw a cloud of smoke. It was mushroom-shaped.



ARMY CROSS-CHANNEL SWIM

by LARRY



Right: The box containing the eight millionth pack lies forlornly (bottom left) in a puddle of oil. The load burst as it hit the ground.

Dollars from Heaven

Below: But it was a very happy Rifleman Rambadur Limbu who opened up the ration pack to find the envelope and ten-dollar Malayan bill.



IT was the eight millionth Gurkha ration pack to be airdropped and it was destined for a forward position in Sarawak.

So 4 Supply and Petroleum Reserve Depot, Royal Army Ordnance Corps, which makes up the rations in Singapore, decided to mark the occasion by slipping a ten-dollar Malayan bill inside.

Then men of 15 Air Despatch Regiment, Royal Corps of Transport, on Labuan Island, made up the pack containing the rations and loaded it with drums of fuel oil ready for an airdrop to 1st Battalion, 7th Duke of Edinburgh's Own Gurkha Rifles, at Bareo, in Sarawak.

But the best-laid plans of air dispatchers sometimes go adrift and when the load was

pushed out of the aircraft the parachute "candled." The pack hit the ground harder than intended and some of the oil drums burst.

But though the "golden" ration pack was covered in oil it was still intact—these are not called iron rations for nothing!

The Gurkha soldiers lined up for the ration packs and the surprise packet went to Rifleman Rambadur Limbu (no relation to the Gurkha of the same name who recently won the Victoria Cross). His smile was broad as he opened the envelope and found the dollars from Heaven. The bill smelled strongly of oil—but that didn't worry him!

From a report by Army Public Relations, Far East.

It happened in NOVEMBER

Helicopters ferrying troops into Port Said Harbour past the statue of Ferdinand de Lesseps, architect of the Suez Canal.

Date	Year
6	1956
6	1956
7	1811
15	1831
19	1946
22	1956
26	1941
30	1936



EXPRESS TRAINING



SINCE the birth of mankind, nations have warred over possession of the Turkish Straits—the key to the Black Sea. In 330 BC Alexander the Great knew their value; in 1966 the North Atlantic Treaty Organisation knows their value.

The Turkish Straits are two natural waterways—the historic Dardenelles and the romantic Bosphorus—which connect the nations on the shoreline of the Black Sea with the rest of the world.

The northern land approaches to the Straits are in Macedonia and Thrace, part owned by Turkey and part by Greece. Russia has cast covetous eyes in this direction ever since the Czars arrived on the Black Sea coast in the early 18th century. During the past 50 years neighbouring Bulgaria has tried four times to seize possession of this vital territory by the sword. On the last occasion, less than 20 years ago, Communist guerillas and infiltrators from Bulgaria stirred up a bloody civil war in a vain attempt to force the region behind the Iron Curtain.

Today the people of Macedonia and Thrace still consider there is a real danger of yet another violent take-over bid; small wonder that when NATO's ACE (Allied Command Europe) Mobile Force flew in to exercise in that area it was welcomed with open arms. Signatories to the NATO Alliance since 1952, Greece and Turkey believe the mere presence of this tough international "fire-brigade" is an essential deterrent to further bloodshed.

The NATO creed—"an attack against one is an attack against all"—is no idle boast and, perhaps because of this, Macedonia and Thrace are today safer than they have been for centuries. Nevertheless

the flank areas of NATO's defence shield—Norway in the north and Greece and Turkey in the south—are in every way the most sensitive links in the chain and last July the NATO Defence Ministers decided to give added attention to these areas; consequently Exercise Summer Express in Greece and Marmara Express in Turkey this year were more important than ever to NATO defence planning.

These two exercises were directly linked to the defence of the Turkish Straits. Threats by an "Orange" country to the north (no one had any doubt which country this was) led to the Greek government, after consultation with their Allies, asking for the ACE Mobile Force to be moved in as a display of NATO solidarity and strength in the region.

This is a tailor-made situation for the ACE Mobile Force. Completely air-portable and always ready to move at a moment's notice, this Force would be "first in" to meet any attack on a NATO country. The flank areas are considered to be its most likely area of deployment.

An ACE Mobile Force airlift is a small miracle of organisation. The move from central and western Europe to Greece of more than 4000 men, 600 vehicles and 170 tons of equipment took only five days. During this time, giant transport aircraft of the British, American, Belgian and German air forces were landing every 20 minutes at Thessaloniki airfield.

Most of the aircraft were on the ground for less than five minutes and many of them did not even shut down their engines while their cargoes were unloaded. As each plane flopped down it was directed to a prepared unloading bay, its doors were flung open as it lurched to a halt, its belly was emptied by

swarms of men working with well-drilled precision, then the doors crashed shut and the aircraft thundered off along the runway and into the cloudless sky, pointing its snout in the direction of home.

The fastest turn-round was recorded by an American C130 Hercules with a touchdown-to-take-off time of exactly three minutes.

Vital link between the airlift and the exercise was the British Logistics Support Unit, based at the airfield. This special Royal Corps of Transport unit keeps the ACE Mobile Force supplied with everything it needs from loaves to lubricants.

The Force moved into the exercise area under the cover of an inky black night. Twelve hundred vehicles, ranging from tiny three-wheelers (on test with the Belgian Army) to roaring ten-tonners took to the winding Greek roads for a 200-kilometre drive to the "battle."

Through villages lined with excited children waving tirelessly at every vehicle from first to last, through endless fields of tobacco plants, across the Nestos river (where the western and eastern worlds are said to meet), past Philippi (where the murderers of Julius Caesar fought Octavian and Marc Antony), through Kavalla (where St Paul first set foot on European soil) and on to Komotini where the first strands of dawn found the ACE Mobile Force dug in and ready for anything.

For this exercise the Force comprised battalion groups from the Belgian, German and United States armies, supported by 67 Battery of 19 Light Regiment, Royal Artillery, a British Fire Support Coordination Detachment, British Intelligence Detachment, American engineers and aviation unit and German signallers and



Left and above: On a sun-scorched hillside in Greece, not far from the Bulgarian border, men of the 1st Battalion, 19th Infantry, United States Army, go in to attack the ruins of an ancient fort held by the "enemy."



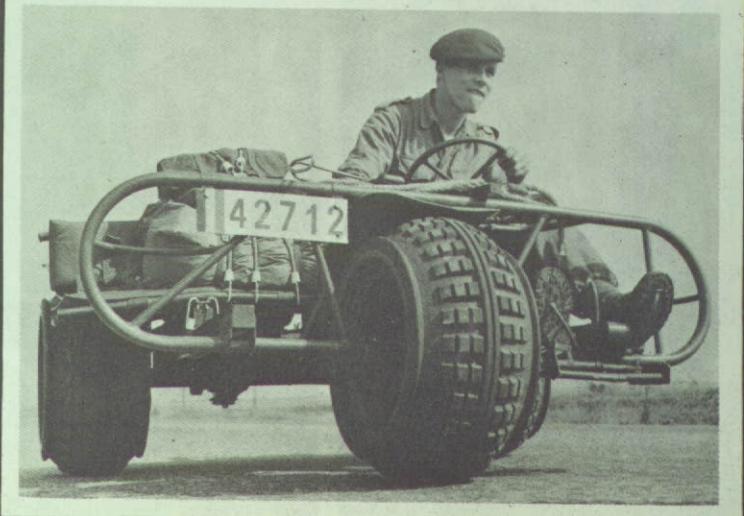
Above: With his eyes on the enemy movements, a sergeant reports by radio to his platoon commander. Below: While two of his comrades move up under cover of bushes, a soldier pauses to take aim at the enemy.

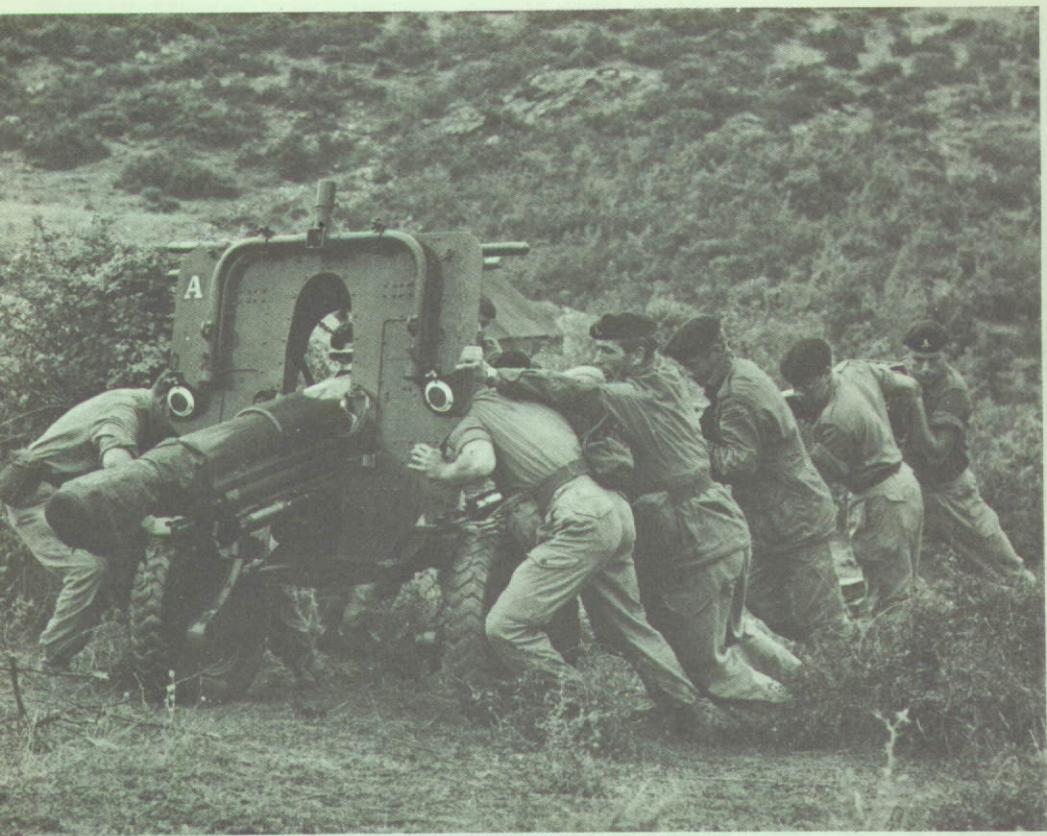


Above: An American sniper keeps watch from the ruins of an old Turkish fort.



Both the Belgian and German battalions tested two small cross-country load carriers during the exercise. Above is the German Kraka which folds in two for para-dropping and carries $\frac{1}{4}$ ton and below is a Belgian three-wheeler capable of carrying four men.



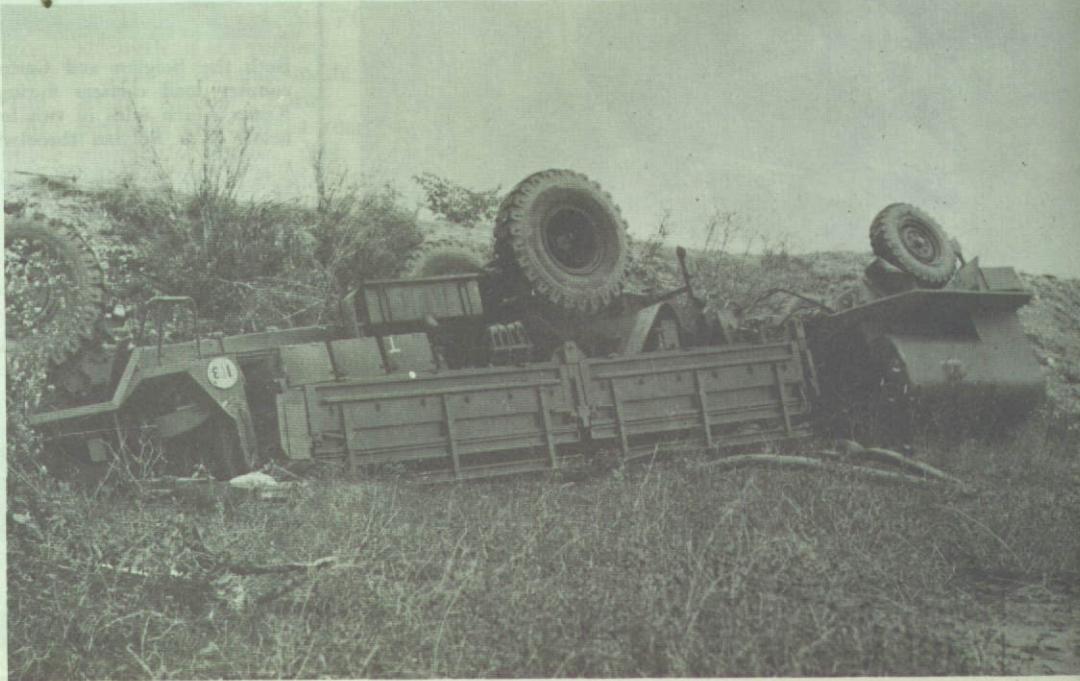


After a day of torrential rain, British Gunners struggle in the mud to manhandle one of their guns to a new position in their mountain camp.



Right: The Germans were the only troops on the exercise to use the once familiar dispatch riders.

Below left: A German driver keeps a close eye on the action as his battalion moves in to the attack. Below right: Casualty—a German ambulance.



medics. When the AMF moved up to Komotini, the Greek C Corps and the XI Hellenic Division were locked in combat with the Orange forces (29th Infantry Regiment of the Greek Army).

On the afternoon of the second day in the field, stormclouds which had been brooding on the horizon began scudding across the sky. By dusk, sheets of rain, accompanied by a howling wind, lightning and ear-splitting sound effects, had drenched every soldier on the exercise.

At midnight the British Gunners, who had been sheltering as best they could in bivouacs that every other night had been sweltering hot, were ordered to move. Slithering and sliding in ankle-deep mud, they hitched the guns and trailers on to their long-wheel base Land-Rovers and careered off into the inhospitable night.

At the bottom of a track winding up a steep hillside they were ordered to switch off their lights and with only the odd streak of lightning to guide their way they struggled up the track to their new location not far from the Bulgarian border. There, buffeted by the wind and lashed by the stinging rain, they manhandled their guns into position and waited for the grey dawn.

The wind and the rain continued all that day and every track became a much-churned sea of mud, despite gallant efforts by American engineers with graders. It was only when the Force moved in to attack the dastardly Orange aggressor that the reluctant sun reappeared. Then it blazed with an intensity that turned mudbaths into sweat-baths.

After four more days of fighting, including a parachute drop and a live-firing exercise, Summer Express ended with a splendid parade at Xanthi. But it was only the end of the first half. Early next morning the ACE Mobile Force was back on wheels and heading towards Turkey where the mixture as before was to be re-enacted in Exercise Marmara Express with the Turkish Army.

Sceptics about the future of NATO should see the ACE Mobile Force in action. A truly international, fighting fit, super-efficient outfit, its concept is simple enough to work. And it does work.



Above: Shy smiles all round as a British soldier treats the local children to some of his compro-ration chocolate.



Above left: Even these big American graders could not cope with the mud after a fierce 24-hour rain storm.

Left: In a sheltered bamboo grove the British petrol point was kept busy supplying all the AMF vehicles.

Below: American anti-tank weapon mounted on a jeep waits for orders to move forward and join the battle.





Across the glacier

THIS year's Army Boys Expedition to Norway had a smashing start when a crane dropped one of their mini-buses while it was being unloaded from a coastal ferry.

This battered chariot, minus an exhaust pipe and with a stove-in rear door tied on with string, distinguished itself by miraculously arriving at Oye, where the expedition had its base camp, more or less in one piece.

Twenty-eight young soldiers, from boys' units throughout Britain, took part in the expedition which involved mountaineering, glacier walking and survival training. Travelling by sea and road to Norway, the boys and their instructors camped on a farm at Oye on the lonely, starkly beautiful west coast.

During ten days there, the boys were divided into three groups and permed around the various activities. All the boys climbed the local "Matterhorn"—the 5425 foot Slogen—and several other minor peaks were attempted or conquered.

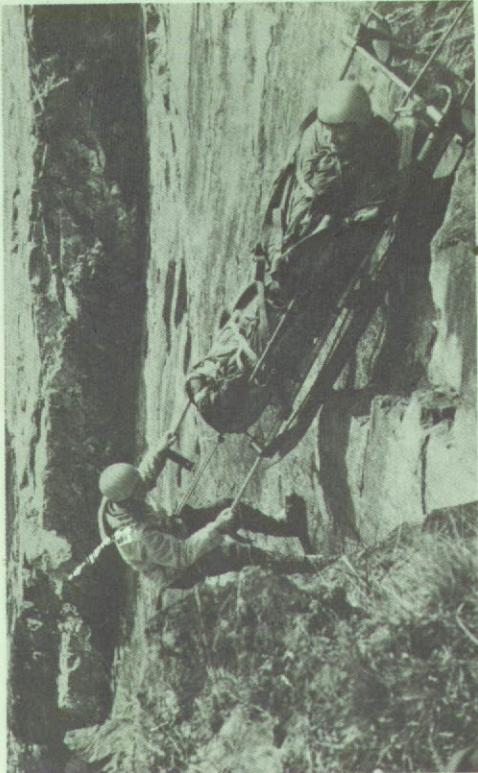
Major J Worthy, the expedition's non-

climbing doctor, having had nothing more to do than give out two pieces of sticking plaster, became a rabid mountaineer and scaled more peaks than all of the boys and most of the staff.

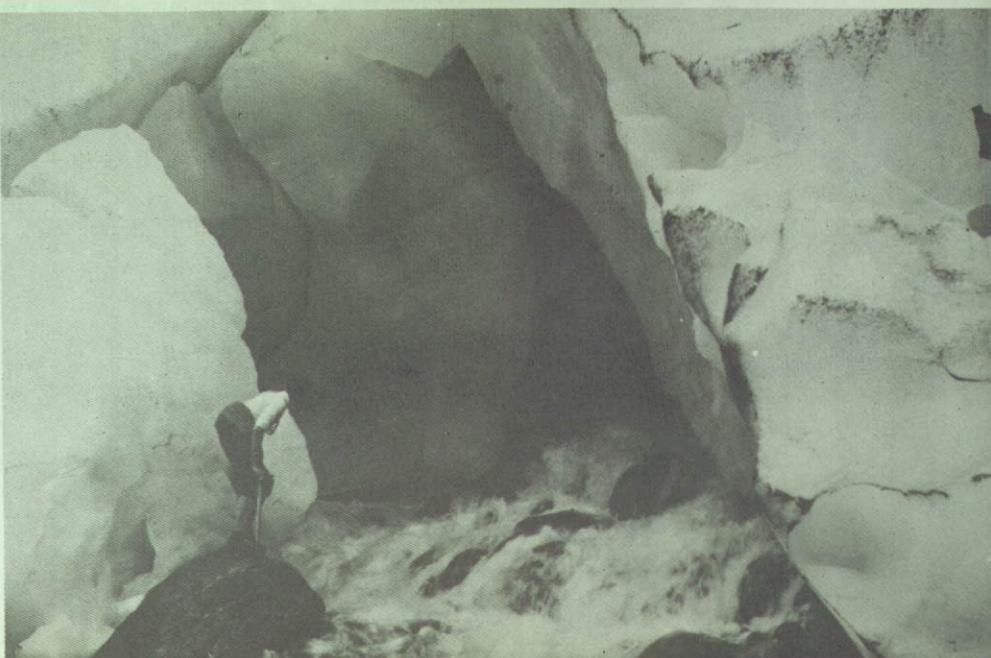
Glacier walking was the highlight of the expedition. Up before dawn, all the boys crossed the Jostedalsbreen Glacier—the largest in Europe—before the sun made the snow soft and treacherous. It was a long hard flog, but anyone with thoughts of lagging behind was quickly persuaded to carry on by the ice axe wielded by a hefty, bearded and irate sergeant-instructor!

Survival training consisted of marooning the boys for two nights on an island in the middle of a 1600-foot deep lake. They had to build their own shelter and catch their own food—but most of them came off famished and claimed that the fish were the only unco-operative creatures they had encountered in Norway.

The expedition ended with a dinner and dance in the local hotel to which the soldiers invited all their Norwegian friends and helpers.



Top picture: Strung together in single file the expedition crosses the treacherous Jostedalsbreen Glacier, the biggest in Europe. Above: Training for the trip included mountain rescue practice in Wales. Right: The gaping mouth of an ice cave on the lip of the gigantic Jostedalsbreen Glacier.



NATO elbow-to-elbow

FIRMLY established behind a defined front line, formation headquarters once upon a time enjoyed immunity from attack. World War Two swept all that away—headquarters were overrun, attacked from the air and raided on the ground by parachutists or special forces.

Clerks, batmen, cooks, orderlies—every man in the headquarters—became first and

foremost fighting soldiers again.

For men of Headquarters Northern Army Group, who keep their skills fresh at an annual summer camp, there is another problem besides that of forsaking their normal tasks—that of serving in a multi-national unit.

At Arnsberg in Northern Germany, these soldiers, most of them clerks, practised fieldcraft, patrolling and other

tasks connected with emergency defence of their headquarters in the field.

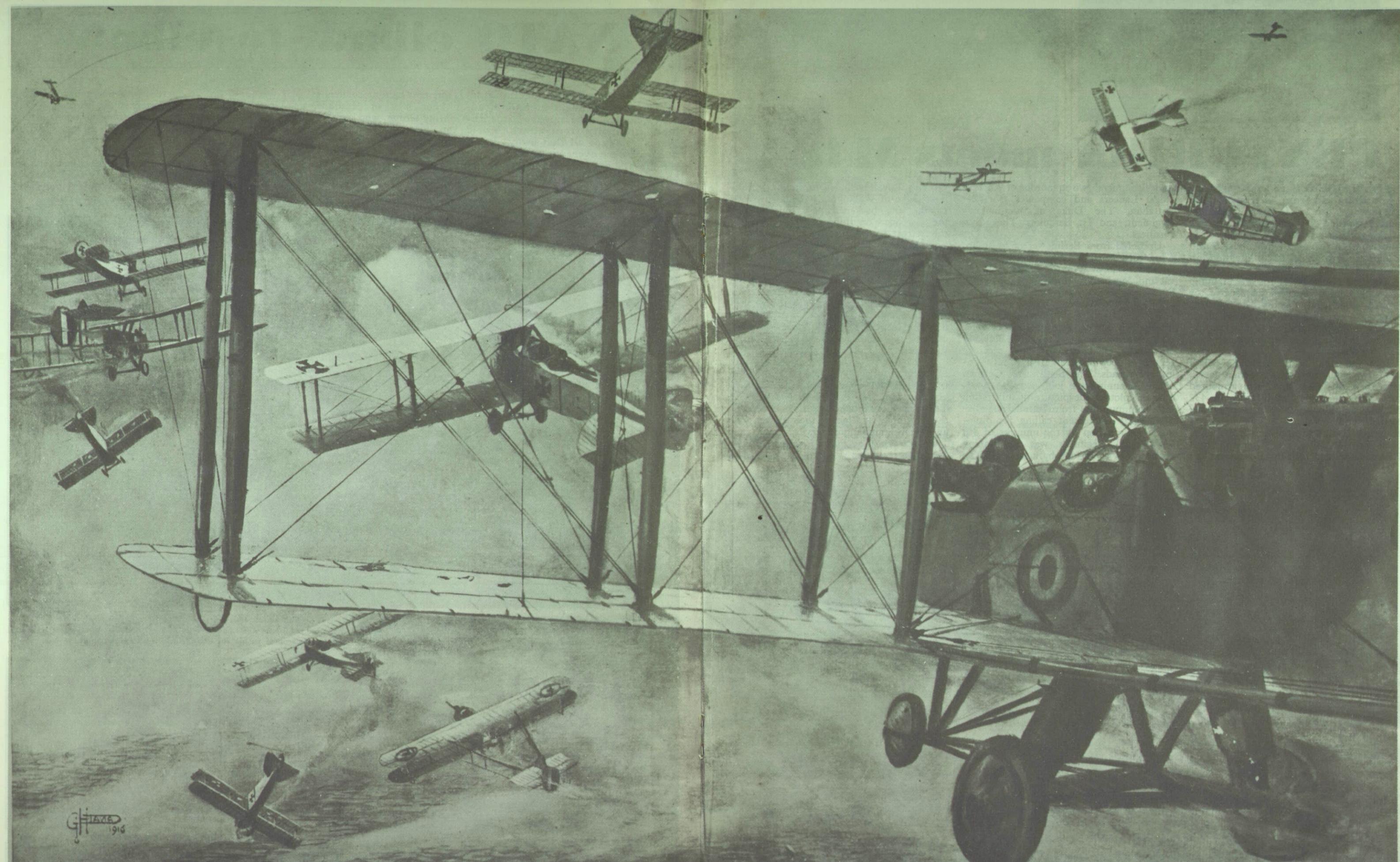
Each section of ten men, commanded by a corporal, comprised Belgian, British, Dutch and German soldiers. They used a special system of hand and whistle signals to help overcome language difficulties.

NATO units frequently train alongside each other—this was international co-operation at elbow-to-elbow level.



Above: Section attack with (left to right) a German corporal, Cpl A J McNally and L/Cpl Sid Jones. Left: Cpl McNally inspects the rifles of a German corporal and lance-corporal in his section. Below: Multi-national queue for rations.





NOVEMBER 1916

Soldier-aviators of the Royal Flying Corps, forerunners of the Royal Air Force, tear into a superior force of German biplanes 12,000 feet above the Somme.

On the ground the deadlocked battle had

finally fizzled out with the onset of winter. In terms of ground gained and lost, the allied offensive had been a partial success but the dilemma facing generals on both sides was "Whither next?"

Every ploy known to military science had failed. As few recognised the tank as the wonder innovation sought by all, it seemed that all possibilities of resolving a hopeless situation had been exhausted.

The air was a new dimension for warfare and to the soldiers watching the stringbag dogfights from the trenches, it seemed a nobler sort of combat.

The drawing is reproduced from Sphere.



CENTURION meets M48A

INTELLIGENCE reports of heavy military aid from "a transatlantic power," an ultimatum ignored, and a goaded Orangeland sends her tanks rolling across the border... It happened in Bavaria when British and German armoured units clashed on Exercise "Lundy's Lane."

The 2nd (German) Corps was standing in as the enemy Blueland in place of the United States 1st Cavalry. Apart from bringing a grinding kind of martial music to Wagner's birthplace, the aim was to exercise both forces in reconnaissance and delaying tactics.

Into the ring on Orangeland's behalf went two squadrons of Centurion tanks, more than 200 Saladin and Ferret armoured cars, two companies of infantry in 432 tracked, amphibious armoured personnel carriers and Saracens in the guise of armoured assault observation posts. The chief British units, The Queen's Royal Irish Hussars and 10th Royal Hussars, had

under command two squadrons of 9th/12th Royal Lancers and companies from 1st Battalion, The Duke of Wellington's Regiment, and 1st Battalion, The Royal Fusiliers.

Uprooted from Berlin were 62 (Berlin) Squadron, Royal Corps of Transport, and 1 (British) Corps Workshop, Royal Electrical and Mechanical Engineers, who ran a repair and recovery organisation from the little village of Wustenselbitz.

In the early part of the four-day battle the British forces, representing Orangeland, were on the advance. With Blueland off-balance, exercise control soon received reports of deep penetrations by Centurion-led spearheads. The British and German officers manning the joint exercise headquarters plotted the picture of infiltration with communiques from both sides.

An early excitement calling for diplomatic intervention by the umpires of 4th Royal Tank Regiment, was the dashing seizure of a key bridge by a troop of The

Queen's Royal Irish Hussars and men of The Duke of Wellington's Regiment. By-passing the back-pedalling Bluelanders, they swooped on the bridge and cut off the retreat of a squadron of American-built M48A tanks and armoured infantry.

The Germans manoeuvred desperately to take the bridge and eventually the umpires ordered a free passage.

When Blueland reorganised with reserve forces, the balance swung and it was the turn of the British to show their skill in delaying tactics. They fell back methodically to the imaginary borders and there the exercise ended.

With peace declared the Blue and Orangeland soldiers resumed fraternisation in a friendly atmosphere owing much to the kindly attitude of the Bavarian villagers. They organised a dance for the soldiers of the two forces and loaned their church for an inter-denominational service.

From a report by Public Relations, Rhine Army.



Above: British and German officers worked closely together in a combined headquarters during the exercise. Left: A section of 1st Battalion, The Duke of Wellington's Regiment, moves along a track. Far left: A thoroughly camouflaged Centurion of 9th/12th Lancers finds the going rather soft.



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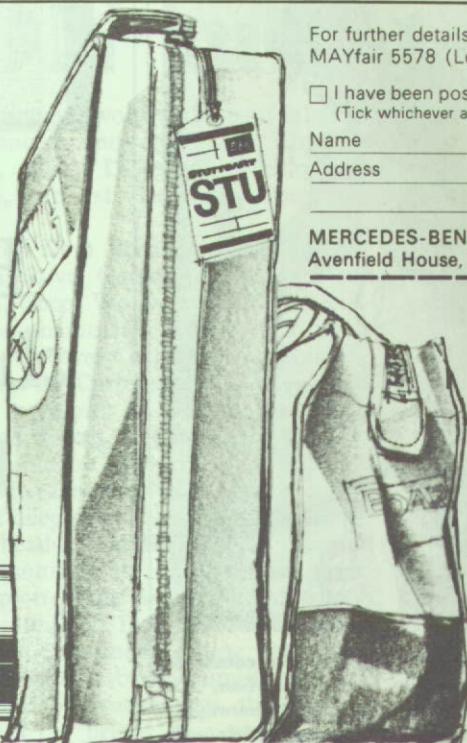
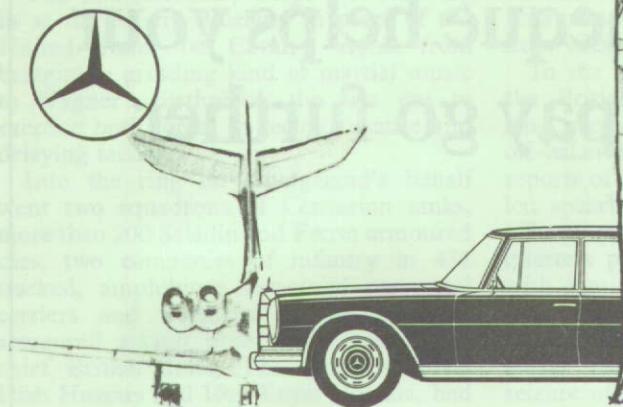
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Top NATO tank gunners

After months of intensive training the 13th/18th Royal Hussars, stationed in Paderborn, Germany, have won for the British Army the annual NATO tank gunnery competition for the Canadian Army Trophy.

Last year The Royal Scots Greys gave the United Kingdom a first victory in the event which had previously been won by Belgium.

This year the United States and France again did not compete and there were teams from Germany (firing the M48A's 90mm gun), Belgium (M48A and M47), Canada and United Kingdom (Centurion with 105mm gun) and the Netherlands (Centurion with 20pr gun).

The competition, first held in 1963, is designed to test the speed and accuracy of tank gunnery. Each nation enters at least nine crews of commander, gunner, loader and driver. Of these, three crews chosen by ballot and two nominated by regiments must fire seven practices, three of them at moving targets, with one crew from each nation firing on each of the competition's five days.

At the end of the first day, on the Hohne Tank Range in Germany, Corporal Michael Howlett's crew (with Corporal Arthur Edwards as gunner, Corporal David Ellin as loader and Trooper Raymond Turton as driver) put the 13th/18th Royal Hussars



well in the lead by 1020 points with a score of 6830. This was 500 points better than the competition's previous highest individual score obtained last year by a crew of The Royal Scots Greys.

The 13th/18th led their nearest rivals, the Belgians, by 1380 points at the end of the second day, the Canadians having dropped from second place, but on the third day the Belgians narrowed the gap to 220 points and, after a splendid day's shooting, took the lead by 600 points on the fourth

day. All depended on the competition's fifth and final day and the 13th/18th Royal Hussars team—Staff-Sergeant John Hatton, Trooper Peter Rutherford (gunner), Trooper John Wild (loader) and Trooper Arnold Casterton (driver)—fired first and shot the second best score of the competition, 6500 points.

Final scores were: 1 United Kingdom (27,070), 2 Belgium (26,310), 3 Germany (23,920), 4 Canada (23,810), 5 Netherlands (10,980).



Above: National flags flying behind the 13th/18th Hussars individual top-scoring crew of (from left to right) Cpl M Howlett, Cpl A R Edwards, L/Cpl D Ellin, Tpr R Turton.

Left: A 13th/18th Centurion (right) sits on the firing pad next to the Germans' American M48A and Belgian M47.

Below: The Hussars' captain, 2/Lieut Roderick Cordy-Simpson, receives the trophy from Maj-Gen Sir Walter Walker.



THE ROYAL TANK REGIMENT PART I

LAND-SHIPS v HORSES

SCIENCE fiction went to war with engines wheezing, tracks clanking as the Trojan horses of 1917 ground forward on the eve of Cambrai. The trundling columns split into groups and split again and again with signal lights blinking as 476 cumbersome 30-ton tanks shuffled to their places in a six-mile arc of aggression.

Engines switched off, they waited for the dawn and the long-awaited chance to fling themselves en masse on the unsuspecting German army.

Tank "Hilda" was in the centre and into it climbed the Force Commander, Brigadier General Hugh Elles, intent on keeping his pre-battle word: "I propose leading the attack of the Centre Division." At 6.20 am on 20 November 1917 the predecessors of the Royal Tank Regiment advanced in an historic phalanx. Six hours later friend and foe knew that war could never be the same again.

Tanks had been in action before but always at a disadvantage. Deployed over shell-cratered ground and dissipated in small attacks, they had demoralised the German infantry without achieving a clear-cut victory. Cambrai was different—a tailor-made blitzkrieg assault over good going on a short front.

The line surged forward to smash through rows of formidable barbed wire. On into the hub of the impregnable Hindenburg line, crushing and machine-gunning the terror-stricken defenders. The harmless clatter of frenzied Maxim fire on their armour proclaimed a new balance of fire in warfare and the total vindication of the tank protagonists.

Bitter controversy surrounded the birth and adolescence of the tank, forcing as it did the eclipse of the horse. But at Cambrai, a year after the first tank action, 32 grapple tanks were reserved to clear wire for a cavalry advance which could never happen!

For 50 years the Royal Tank Regiment has fought, evolved and expanded at frenetic pace. Those first primitive tanks broke through a line of doubt and sorrow stretching from the North Sea to Switzerland. But the laurels rightly belong to the skilled and courageous men who rode, drove and gunned them. Hard professionalism is still the hallmark of the five Regular units of the Royal Tank Regiment.

Tradition rates well below accomplishment with the tankies but they can claim illustrious descent from the British charioteers who drove against Caesar's legions.

Their short history they owe to a few farsighted pioneers, among them an Australian

Army corporal who was ignored and Sir Winston Churchill who was not. The men who rejected the corporal's workable design in 1912 carry a burden of blood.

As First Lord of the Admiralty, Churchill inspired the operation of armoured cars in Belgium by the Royal Naval Air Service. The idea of the armoured trench-crossing landship envisaged by H G Wells fired his

imagination and he misdirected Admiralty funds to finance inventors.

The prototypes were dubbed "tanks" as a security cloak and the unit a Sapper Colonel, Ernest Swinton, was ordered to form in 1915 to crew them, was disguised as Heavy Branch, Machine-Gun Corps. His men came from the motor industry and nearly every corps and regiment in the



Above: The world's first battle tank, a British Mark I male, passes through the Allied lines for an attack on Thiepval in September 1916. Below: Tank "Hyacinth" ended the Cambrai battle planted in a German trench. A new weapon, gallantly crewed, had changed the face of warfare.





Above: This 5.9-inch naval gun was captured at Cambrai by a C Battalion tank. The gunners fled in terror leaving the tankies free to hitch up the booty and triumphantly tow it back. Below: Dropping their cribs in trenches and surging over them, tanks stormed the Hindenburg Line.

British Army. The race to bring the new arm to the battlefield ended disappointingly in September 1915 with a wasteful piece-meal attack.

While Swinton faded from the picture (to return in 1934 in a blaze of belated glory as Colonel Commandant) another Sapper, Major Hugh Elles, was asked by Haig to evaluate tanks. At Cambrai he commanded the tank forces in France.

The tank crews asked for a distinguishing badge and Elles gave them the arm badge outline of the first tank still worn by tankies today.

The desperate German offensive of March 1918 was a strange episode for the tank men who fought the battle as "savage rabbits." Detailed off to chop at the head of the German inroads, the tanks were whittled down but the crews took heavy toll as dismounted Lewis gun teams.

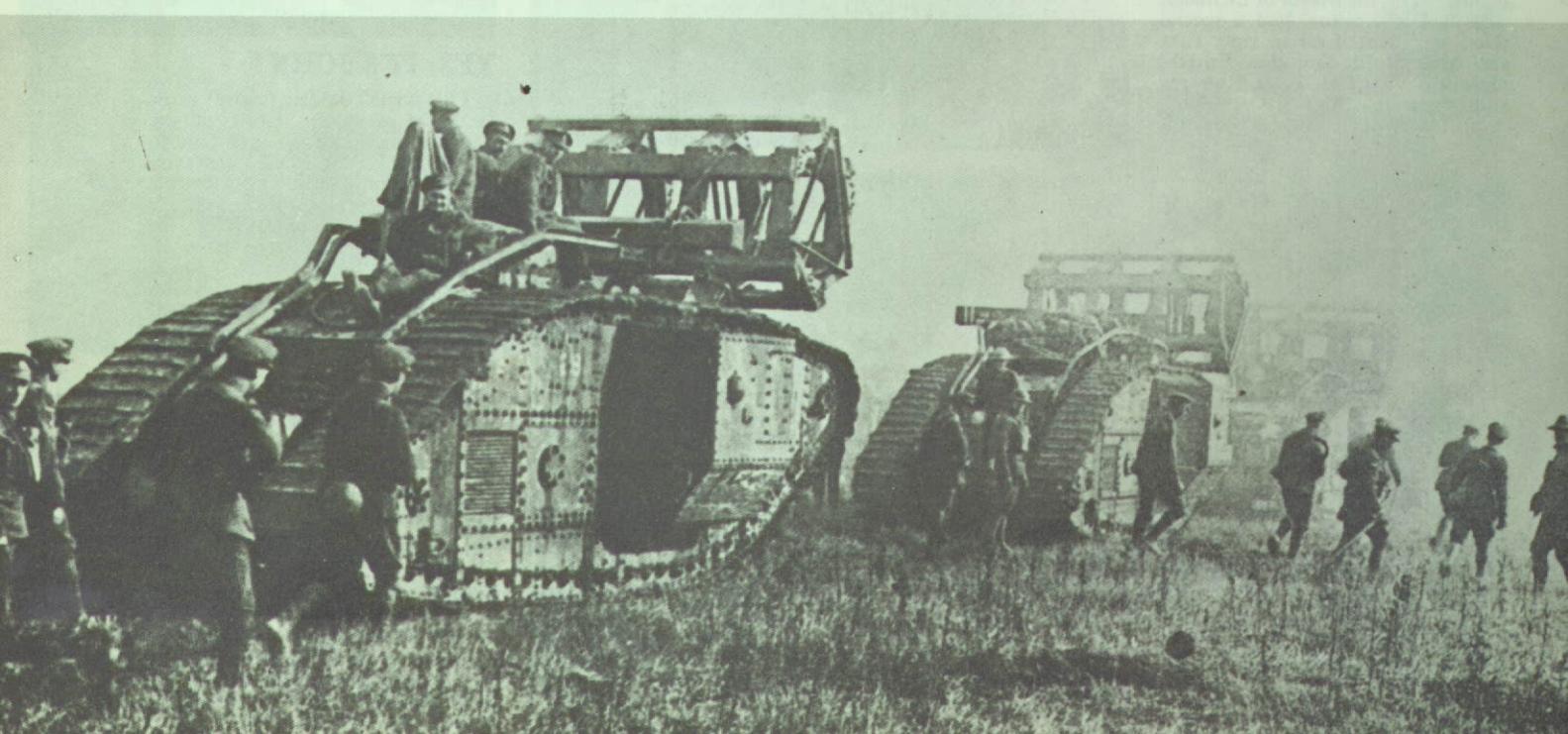
In 1917 the Tank Corps was officially formed and in August the three-mile-an-hour monsters came into their own in the Amiens offensive. The sheer weight of tanks supported by infantry, artillery and airmen tore the heart out of the Germans' will to resist. They fled demoralised.

The Tank Corps' contribution was rewarded in 1923 when the King bestowed the title "Royal." At the same time the black beret with the Tank Badge incorporating the motto "Fear Naught" was adopted.

Between the wars reactionary opposition hardened against the new Corps' threat to the beloved horse. The Royal Tank Corps skirmished in India in armoured cars. At home, experiments with armoured formations went on, but dedicated tank officers despaired at the delays.

The words of the men who fervently believed in the future of the tank were falling on partially deaf ears in Britain, but eager ears and eyes in the German army missed nothing. In 1940 the world saw they had learned well and the Royal Tank Regiment began the second round at a terrific disadvantage.

Next month: The Royal Tank Regiment 1939-66.



PURELY PERSONAL

THEY GOT THEIR SKATES ON

Fifty miles a day on roller skates—that is the average speed set up by two young Gunners who roller-skated from Leicester to London to collect money for Dr Barnardo's Homes. **Gunner Tony Duffy** and **Gunner David Ashdown**, both of 47 Light Regiment, Royal Artillery, stationed at Barnard Castle, County Durham, dreamed up the stunt as part of their Regiment's recruiting tour. After a few weeks' practice they skated the 150 miles without any difficulty in just three days and on the way collected more than £16 for the children's homes. They are pictured (right) arriving in London.



ALL THE WAY FROM MAURITIUS

Among the recruits on the last passing-out parade at the Wessex Brigade Depot at Lichfield were five men from the Indian Ocean island of Mauritius. They were recruited last year when a company of 1st Battalion, The Gloucestershire Regiment, was flown in to the island to assist with internal security duties. Short-listed from 12 volunteers, the five young men are to serve with the "Glosters" and at their passing out parade (right) the Mayor of Lichfield, who took the salute, had a special word for them. Left to right they are **Alan Reid**, **Douglas Smith**, **Orlando Vasquez**, **Ivan Roberts** and **Louis Castillo**.



OUTBACK BOUND

Corporal Mike Green (below) has landed a plum job—a free tour of Australia. An Army test driver at the Fighting Vehicles Research and Development Establishment in Surrey, he was sent down under to test a new air-conditioned Land-Rover ambulance designed by Army scientists. For six months he will be driving it around the deserts of north Australia to see how it stands up to rough use in rough conditions. With him is **Corporal John Hoptop** who is to test a new four-ton truck. During the past three years these two drivers, both in the Royal Electrical and Mechanical Engineers, have clocked up more than 200,000 miles on test tracks alone.



YES, IT'S JOHN!

This scruffy soldier (above) earns far more than the Chief of the Defence Staff. Teenage girls fight to get a look at him. His views on religion recently caused a world-wide rumpus. Recognise him? Yes, it's **John Lennon** of the Beatles (his back view is pictured on page 4). Shorn of his famous locks, Lennon is taking part in a new British film—"How I Won the War" being shot near Hanover in Germany. He plays the role of a tough Tommy in World War Two and agreed to have a haircut for the film—a traumatic shock for thousands of his fans.

YOU'RE IN, SON!

Recruiting is **Warrant Officer Deryck Maidment**'s job at the Army Careers Information Office, Southampton. Twenty-seven years ago he was recruited into the Army by his wife's uncle. Determined to keep it in the family, he got busy with his sales talk when his son **Robin** left school and the boy was soon signing up. He is pictured (left) being welcomed by **Major R V Cartwright**, Careers Officer.



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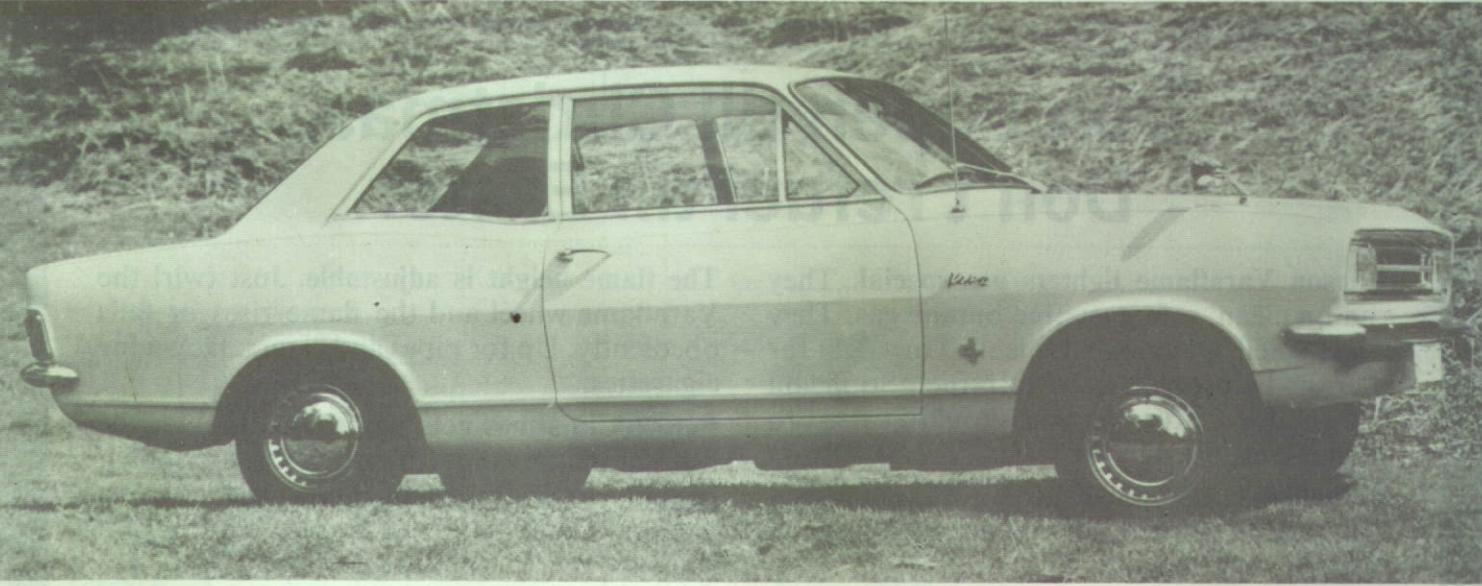
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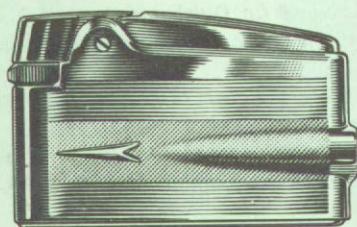
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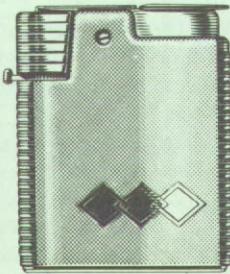
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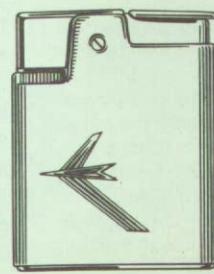
Before Christmas gets any closer, look at the full Varaflame range (three of them are shown below). Pick up each lighter. Handle it. Admire. Compare. Then choose. Carefully—
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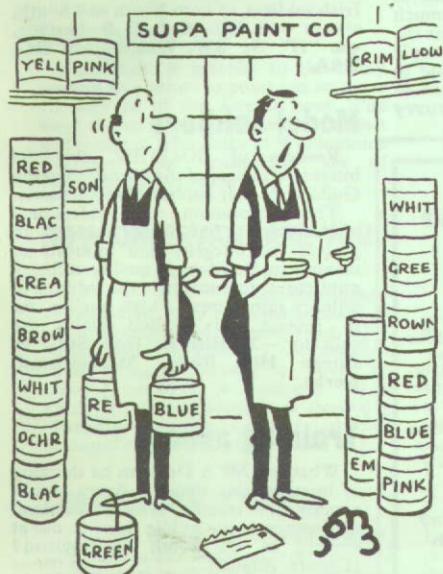
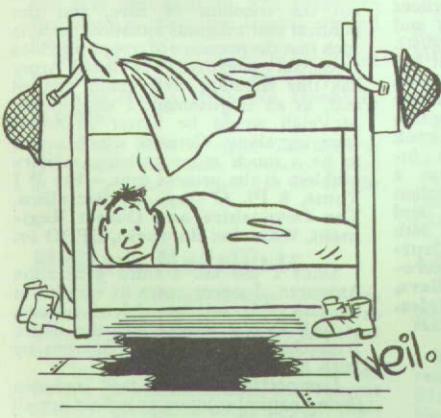
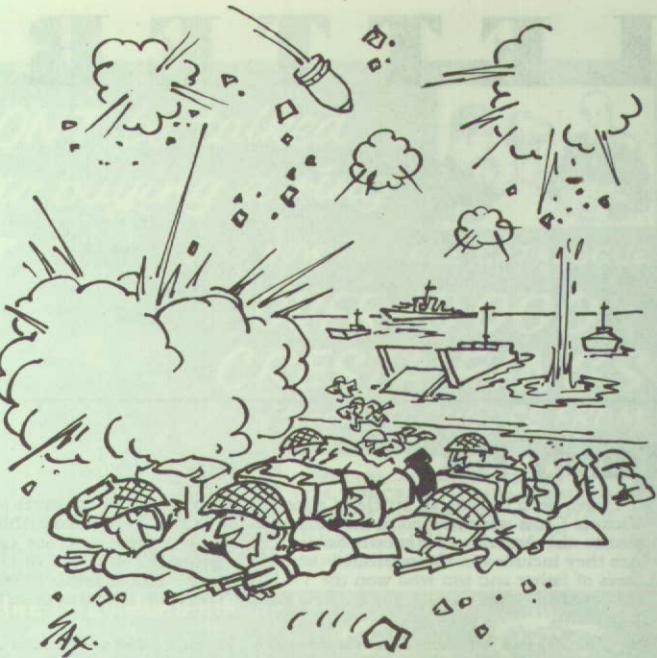
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LETTERS

Family VCs

I have been reading an article in a regimental magazine which states that the Victoria Cross was awarded to the Unknown Soldier in Westminster Abbey and also to the American Unknown Soldier, but these awards were not gazetted. Are they included in the published list of VCs awarded? Also who are the two cases of father and son who won the VC and the one case of brothers who won this award?—Sgt R L J Jones RE, Army Careers Information Office, Durham.

★ The VC was not awarded to the British Unknown Soldier of World War One, but it was awarded to the American Unknown Soldier of that war. Excluding this award and three Bars to the VC, there have been 1344 recipients of the VC.

There are three cases of the award being made to father and son:

- 1 Lieut F S Roberts 1858 and Lieut The Hon F H S Roberts 1899.
- 2 Maj C J S Gough 1857/58 and Capt and Brevet-Maj J E Gough 1903.
- 3 Capt W N Congreve 1899 and Brevet-Maj W La T Congreve DSO MC 1916.

There are four cases of the award being made to brothers:

- 1 Maj C J S Gough 1857/58 and Lieut H H Gough 1857/58.
- 2 Maj R W Sartorius 1874 and Capt E H Sartorius 1879.
- 3 T/Lieut-Col R B Bradford MC 1916 and Lieut-Cdr G N Bradford RN 1919.
- 4 2/Lieut A Buller Turner 1915 and Lieut-Col V Buller Turner 1942.

Rhodesia

Colonel A Garwood Wynn states (Letters, August) it was authoritatively reported that Southern Ireland supplied more male volunteers in proportion to population than any other country in the world.

This may be an appropriate time to remind SOLDIER's readers and the

British public in general that in fact this honour belongs to Southern Rhodesia. Of a total European population of 67,000 in 1939 (men, women and children), 9187 men served on full-time service in World War Two. They won 689 decorations and 258 mentions-in-despatches. Incidentally, 1510 women also served on full-time service.

My figures are taken from "War



Abdul the camel takes a peep too as Cpl Alex Pender, who is serving in Aden with 1st Battalion, The Cameronians, reads his copy of SOLDIER.

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History of Southern Rhodesia."—M M Large (ex-Sgt, Rhodesia and Nyasaland Army), 31 Hood Lane, Great Sankey, Warrington, Lancs.

A record?

I hold the Territorial Decoration and the Territorial Efficiency Decoration with three bars and have been trying for some time to find out if this is a record for a TA officer.—Col H F Kemball, Lavengro, Frinton-on-Sea, Essex.

Royal Welch Fusiliers

I was very interested in the excellent article "Toby Purcell, his Spurs and St David" ("Your Regiment," August).

However, I would like to point out two inaccuracies. Four Victoria Crosses were won by the Regiment in the Crimean War, not two, and the caption to the picture of Brigadier Stockwell with Major-General Festing is incorrect. Brigadier Stockwell was a former commander of the 2nd Battalion of the Regiment, not the 1st, and General Festing commanded 36th Division, not 2nd Division.—Lieut-Col J G Vyvyan, Regimental Secretary, The Royal Welch Fusiliers, The Barracks, Wrexham, N Wales.

Hands up, Mr McVeigh!

Mr Patrick McVeigh says Irishmen fight for everyone but themselves and that the British Army occupies part of Ireland (Letters, August).

I would like him to know that I, in common with thousands of other Irishmen, was proud to answer the call to arms by King George V in defence of justice and peace the world over during World War One. I was a 17-year-old schoolboy at the time and joined 4th Battalion, The Connaught Rangers.

Furthermore there are thousands of Irish men and women who very much regret that the British Army has left the 26 counties; the majority of the people of Northern Ireland are very proud to have a British Army garrison.—Patrick J Duncan (Tubbercurry

Representative, British Legion Ireland) (Southern Area), Tullycushen (More), Tubbercurry, Co Sligo, Ireland.

I answer Mr McVeigh as a Southern Irishman and the son, grandson and great-grandson of British soldiers.

Most Southern Irishmen would like to forget 1798 and William of Orange and would like to see a united Ireland, whether it be a republic or under the British Crown. But we do NOT want to see Irishmen killing Irishmen to obtain this.

We are the proud descendants of the immortal Royal Irish, Connaughts, Dubliners, Leinsters, Munsters and, last but not least, the South Irish Horse and, if these disbanded regiments had been re-formed during World War Two, every male over 14 years of age in the 26 counties would have been wearing the King's uniform.

If ever any nation decides to "have a go" at Great Britain, then our Gracious Queen, God bless her, can count on the men of Southern Ireland. I am proud to have served in the British Army under three kings and OUR Queen.

Incidentally, what did you do in the Great War, or any other, Mr McVeigh?

—L J Parslow, 29 Pittlesden, Tenterden, Kent.

Mr McVeigh may be disgusted that Irishmen should be serving in the British Army—I say this goes to show just how democratic we are in the British Army!

I have served as a British soldier in Ulster, which flies the Union Jack and not the tricolour of Eire, and the political and religious situation there is such that the presence of troops provides a necessary safeguard. The British Army has this situation well under control and, as an Englishman, I suggest Mr McVeigh would be better employed worrying about Vietnam, which seems to be a much more pressing military problem at the present time.—Pte P J Toms, 8 Pl, C Coy, 1st Battalion, The Devonshire and Dorset Regiment, Waterloo Barracks, BFPO 17.

Since I too am a third generation American, I never cease to wonder at the lack of knowledge of Irish history, as well as real insight into the native Irish character, so often displayed by Irish Americans!

I respectfully suggest that Irishmen (being natural soldiers as indeed are all true Celts) who wear the Queen's coat do so because it opens to them an honourable, readily available and quite promising military career. Partition, which time alone will modify, has nothing to do with the case.

May I also point out that in 1916 not a single Irish soldier in a German POW cage defected, though his brother at home might well have been defending the GPO in Dublin! To use a phrase of Wellington (a Dubliner!), they were "nimukwallah," and I am confident that Irish soldiers, of both North and South, always will be!—Col T F Lancer, 500 "H" St SW, Washington DC, USA.

Model soldiers

Readers of SOLDIER may be interested to hear of the formation of the Guild of Model Soldier Manufacturers.

This association of professional manufacturers has been founded to protect the integrity and interests of manufacturers of high quality military miniatures, to encourage the interest in military miniatures of high quality and to protect, advise and assist the collector.—M Hinton (Hon Sec), 27 Boyne Hill Road, Maidenhead, Berks.



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What can Mr A Denham be thinking of in suggesting that the Army should acquire new training areas in Scotland and return to the public those in use at present in the south of England? (Letters, August).

The south of England has been spoilt already by excessive building and the acquisition of new areas of land would only encourage more—the area around Aldershot, for example, would soon

become "hot property." The present areas are either spoilt already beyond redemption by artillery and tanks or, like Salisbury Plain, are unattractive to anyone but the mercenary-minded speculator. Moreover, Dartmoor, since it is mostly National Trust territory, is already open to the public, although this does mean sharing with the Army its delightful bogs, marshes and mists.

What is to be gained by ruining the wilds of Scotland, more beautiful than the wilds of England will ever be?—D Wright, c/o Rhu Hangers (RCT), Helensburgh, Dunbartonshire.

Volunteer Forces

I wish to inform you that the title of the British Volunteer Legion, an army of some 2000 British ex-Servicemen founded by me three years ago, has now been changed, as the result of representations by the British Legion, to the British Military Volunteer Forces.—Paul A Daniels, 88 Pemberton Gardens, Chadwell Heath, Romford, Essex.

★ Mr Daniels's "private" army was referred to in the April *SOLDIER* in a feature on soldiers of fortune, knights-errant and mercenaries.

Winged badge

The article "Gurkhas Get the Red Beret" (September) says the Gurkha Independent Parachute Company is the only unit outside The Parachute Regiment to wear the famous winged badge.

What about the Guards Independent Parachute Company?—M L Jones, Victoria House, Highgate, Denbigh, N Wales.

★ Reader Jones is right. The Guards Independent Parachute Company is part of the Parachute Brigade but not of The Parachute Regiment.

Military Medallists

Your interesting article "MMS on Parade" (September) has led me to wonder how many men today can boast of having won this medal three times.

This proud distinction can be claimed by Mr Edwin Broomhall, 21 Primrose Grove, Newcastle-under-Lyme, Staffordshire. As a sergeant in the RAMC he was awarded the Military Medal in October 1916, a bar in January 1917 and a further bar in July 1918.

He was very severely wounded by a sniper's bullet in August 1918 and unfortunately his physical condition does not allow of his attending any of our old comrades' parades.—Maj-Gen R E Barnsley (Rtd), RAMC Historical Museum, Koegh Barracks, Ash Vale, Aldershot, Hants.

Erratum

SOLDIER is grateful to the many readers who wrote to point out an error on page 28 of the August issue. The band shown in front of Osnabrück town hall is that of The Duke of Wellington's Regiment; the trumpeters are of 9th, 12th Royal Lancers.

HOW OBSERVANT ARE YOU?

(see page 35)

The two pictures vary in the following respects: 1. Cars, 2. Number of windows in hut, 3. Chimney, 4. Number of horses in stable, 5. Letter on front door, 6. Number of leaves below wheelbarrow, 7. Length of broom handle, 8. Top end of soldier's staff, 9. Slope of hill at junction with roof, 10. Spokes of wheelbarrow, 11. Number of leaves below wheelbarrow, 12. Number of leaves below broom handle, 13. Top end of soldier's staff, 14. Number of leaves below broom handle, 15. Letter on front door, 16. Number of windows in hut, 17. Length of broom handle, 18. Top end of soldier's staff, 19. Slope of hill at junction with roof, 20. Spokes of wheelbarrow.

anything in print on military motor vehicles, all periods. Similar material available for exchange.

W H K Southall, 113 Bodmin Avenue, Weeping Cross, Stafford, Staffs.—Requires worldwide cap badges, formation signs and wings of armies, navies and air forces, especially communist bloc countries. Buy or exchange, many spares available.

E Roberts, 8 Lyddesdale Avenue, Cleveleys, Blackpool, Lancs.—Collects worldwide medals, decorations, cap badges and books on these subjects.

Capt R I Goodhart, Wessex Brigade Depot, Wyvern Barracks, Exeter, Devon.—Wishes exchange or purchase British Army formation signs.

PRI, 16th/5th The Queen's Royal Lancers, Alivial Barracks, Tidworth, Hants.—Has for sale a number of regimental collar badges, or Queen's Badges, price 2s each.

MAKE 'EM LAUGH

Competition 97 (June) produced a varied crop of entries. Many competitors missed the main point of the cartoon—the impaling of the vehicle—and quite a number naively sent in the original caption, "We're not going to charge you, mate—but just how did you do it?"

The winning caption was "If it's any comfort, the Brigadier made a safe landing at Lyneham."

Prizewinners were:

1 J Gilbert, 1 Victoria Gardens, Northampton.

2 Sgt J H G Ralph, 10 Sig Regt, Beavers Lane Camp, Hounslow, Middlesex.

3 Cpl J D Hunter RAPC, Command Pay Office, MELF, BFPO 69.

4 L/Cpl I D Burns, 160 (SC) Pro Coy RMP (Mounted Sec), Stanhope Lines, Aldershot, Hants.

5 C O H Cryan, RHG, Army Careers Information Office, 78A Claypath, Durham.

6 A/T S R Hanna, A Coy, AAS, Arborfield, Reading, Berks.

REUNIONS

The Middlesex Regiment. Annual reunion, TA Centre, Deansbrook Road, Edgware, Middlesex, Saturday, 12 November 1966, at 7pm. Details from Secretary, Regimental Association, at above address.



Cover Pictures

Chieftain driving training is in full swing now on the scrub, mud and dust at Bovington. *SOLDIER*'s front cover this month, by staff photographer Paul Trumper, shows a Chieftain climbing the knife ridge with a trainee driver of 11th Hussars at the controls. The back cover picture was taken on the other side of the world by Corporal Bob Leitch, an Army Public Relations photographer in Borneo. It typifies the Army's "hearts and minds" campaign—a worried father, his face creased by anxiety, watches as a soldier treats the small boy in his arms. Help from the Army will be sorely missed by remote villages in the jungles of Borneo when British soldiers finally leave.

COLLECTORS' CORNER

C J T James, 12 Midland Road, Birmingham 30.—Requires American M60 combat pack with waist belt and yoke, Vietnam issue camouflage cape and French para badges. Interested in all camouflage items.

B H Vanderveen, 4 Meadcroft, Gatton Park Road, Redhill, Surrey.—Requires data books, manuals, photographs and

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2. The feel of a convertible with a chassis. *A chassis makes a very big difference to a topless car because it gives it a rigid backbone.* So the Herald 1200 is firm on a steel-girder framework, solid and squeakless. Suntrap certainly, rattletrap never!

3. **U.K. Forces personal export scheme.** You will also discover that now is a very happy time to buy a topless Herald. Not only will you save U.K. purchase tax and car hire overseas, you may also save import tax when you come home (depending on the age of the car). And you can forget about the paper work. Your Triumph dealer will do everything for you — except give you the name and address of the model on the right. (Twin spot lamps, and radio, incidentally, are accessories.)

See your local dealer now or, if you prefer to shop by post, write to Personal Export Division, Standard-Triumph Sales Ltd., Coventry; or Berkeley Square, London.



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5280

PUT your wits against another new SOLDIER competition! It's an association of ideas, but related to numbers. SOLDIER wants to know what these 25 numbers mean to you.

For example, the number 3 may suggest the three witches from "Macbeth," Goldilocks and the three bears, the Three Wise Men, Three Kings of Orient, three brass monkeys, Old King Cole's fiddlers three, "Baa Baa Black Sheep's" three bags full or just "Three Blind Mice."

Although in some cases there are obviously several associations, only one answer is required. Any acceptable answer will be accepted!

Send your list on a postcard or by letter, with the "Competition 102" label from this page and your name and address, to:

The Editor (Comp 102), SOLDIER, 433 Holloway Road, London N7.

This competition is open to all readers at home and overseas and closing date is Monday, 16 January 1967. The answers and winners' names will appear in the March 1967 SOLDIER. More than one entry can be submitted but each must be accompanied by a "Competition 102" label. Winners will be drawn by lots from correct entries.

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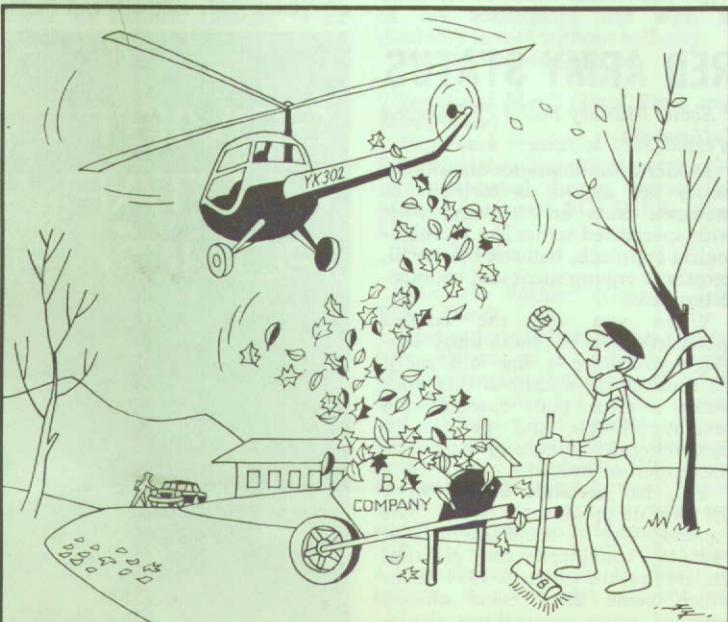
4 £2 in cash

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HOW OBSERVANT ARE YOU?

These two pictures look alike, but they vary in ten minor details. Look at them very carefully. If you cannot detect the differences, see page 33.



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SCARLET AND GREEN

"I Serve" (Lieutenant-Colonel L B Oatts)

"During the engagement a Japanese artillery officer, accompanied by a soldier, jumped on the back of Captain Cornaby's tank. They were fired on by the squadron leader's tank and the soldier killed, but the officer ran Cornaby through with his sword from behind and jumped down into the turret.

"Inside the tank he killed the 37 gunner in a similar manner, but before he could withdraw his sword he was set upon by the loader, Trooper Jenkins. As he was in a berserk condition, Jenkins had his work cut out to get the better of him, for he seemed impervious to pistol bullets, and a most desperate struggle took place in the bowels of the tank. Jenkins, in fact, had put his whole clip of six bullets into him before he died."

This extract from the regimental history of the 3rd Carabiniers (Prince of Wales's Dragoon Guards) typifies the savage fighting in which they were involved in Burma in 1945. It seems a far cry to the closing years of the 17th century when the Regiment was born. Then its men wore scarlet uniforms, broad-brimmed hats adorned with green ostrich plumes and provided their own mounts. But behind the swank was a tough fighting force as the French discovered in Marlborough's spectacular campaigns.

The Boer War saw the Regiment pursuing Botha's commando with the lance and World War One began in dramatic fashion with some hard fighting when they clashed with German Uhlans. A glance at the Regimental Standard shows only too well the Regiment's contribution in two world conflicts—Marne, Ypres, Imphal, Irrawaddy.

Although this volume lacks the depth and colour which contemporary diary extracts give to a regimental story, this is more than compensated by the vigour of the author's fine prose and the skilful way he weaves in a backcloth of general history.

Home Headquarters, 3rd Carabiniers, The Dale, Chester, 50s post free

A W H

RED ARMY STATUS

"Soviet Military Policy" (Raymond L Garthoff)

Modern commentaries on military policy are almost as tortuous as medieval texts on theology, what with specialised terms like kreminalogical approach, ballistic blackmail, geostrategic environment and counter-deterrence.

When you add the tangled inconsistencies of communist ideology you have a fine old mess. Fortunately the author of this work hacks a clear path through the semantic jungle and presents a comprehensive picture of the Soviet conception of war.

This has certainly altered since the days of the dictator Stalin. The Patriotic War for the Fatherland of 1941-45 convinced the political leaders that the purge of 1937-38, in which some 200 senior officers perished, was a criminal miscalcula-

tion and should never happen again.

Victory gave the Red Army status, and status has given maturity. A new officer class has emerged with epaulettes, velvet lapels and social privileges and Soviet society has moved that step nearer stratification.

Gone are the days of clumsy and brutal misuse of power. Instead is the sophisticated belief in deterrence as superior to defence. The Cold War has ended and the technological struggle has begun with special emphasis on space exploration and other prestige fields. Co-existence is accepted and the inevitability of war rejected.

But a shadow looms—a new and vibrant China. Mindful of the long history of Russian penetrations into Asia, the Chinese regard the Soviets with distaste. Convinced that the Russian interpretation of Marxist-Leninist thought is effete and that "the atomic bomb is a paper tiger," China is now the main force behind the subversion which is sweeping the undeveloped regions of the world.

Faber and Faber, 42s A W H

CHAIN OF COMMAND

"Links of Leadership" (Major John Laffin)

"It is no sudden inspiration that tells me what to do; it is study and meditation," said Napoleon. General Gerhard von Scharnhorst, founder of the German General Staff, went debatedly further: "Nobody who has systematically studied military science can learn much in war."

And General Charles de Gaulle summed it up neatly: "Whatever the time and place there is a sort of philosophy of command, as unchangeable as human nature."

All this should come as no surprise. In any profession, as in personal life, a successful man's actions (short of mere copying) are guided by the experiences of his predecessors as well as by his own experience.

Major Laffin's self-imposed task is to trace this "chain of command" which links the great captains, from Gideon to Montgomery.

He selects his examples carefully, describing their methods and major

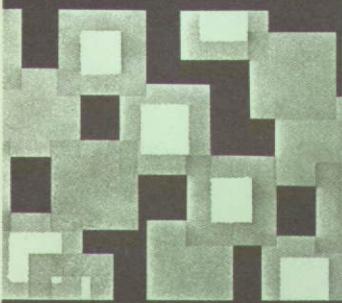
RAYMOND L. GARTHOFF

SOVIET MILITARY POLICY

A HISTORICAL ANALYSIS

LINKS OF LEADERSHIP

Thirty Centuries of Command



JOHN LAFFIN

battles, now and again pointing out similarities between their tactics and those of their predecessors and successors, and sometimes indicating where generals failed to put into practice the lessons military history should have taught them.

One woman is in his select company, Queen Isabella of Spain, "a great general and an even greater quartermaster-general" who united Spain into one great Christian kingdom and produced the finest army in Europe of her day.

The commanders of the vast Western Front armies of World War One he dismisses contemptuously, though he has a good word for Allenby and for some of the less prominent commanders of that day.

Montgomery he calls "Napoleonic" and of Montgomery's desert opponent he says, apropos the retreat from Alamein, "Xenophon would have been proud of Rommel."

Harrap, 25s

R L E

SURFING, SLALOM AND WHITEWATER

"Canoeing Complete" (Edited by Brian Skilling and David Sutcliffe)

People talk of the explosive growth of canoeing, but we have seen no more than the beginning, says Rear-Admiral Desmond Hoare, headmaster of Atlantic College, in an introduction to this book.

He has found that in groups of boys with very different backgrounds and IQs, two or three of every ten to whom canoeing was introduced took to it with enthusiasm; one out of every ten was equally, or more, enthusiastic two years later.

These ten articles will surprise the many who think a canoe is either a primitive people's craft or a bathing beach toy. The sheer variety of canoes, and the problem of selecting the right specifications for particular activities, suggests that canoe-chatter must be as wide-ranging as, and probably more purposeful, than most car-talk.

And the things you can do with canoes! Canoe surfing and riding the waves at 20 knots sounds like one of the most exhilarating of pastimes, even outranking slalom and whitewater racing. For the more sedate there are obvious appeals in canoe-camping and off-shore cruising.

A chapter headed, "Fun and games in your canoe," includes canoe polo, with rules which may startle those accustomed to "play-the-ball" sports: "... If a player can seize one of the opposition, whether he has the ball or not, he can get rid of him by capsizing him, but he is not allowed to hold him upside down."

Lest it be thought the authors are encouraging recklessness, it should be added that throughout the book canoeing's very necessary safety precautions are preached and set out in detail.

Nicholas Kaye, 25s

R L E

WHAT'S A TURNMUNG?

"A Glossary of the Construction, Decoration and Use of Arms and Armour" (George Cameron Stone)

Have you any idea what are an 'abbasi', a mamori katana or even a turnmung? The answers are in this impressive book—694 pages packed with information about arms and armour from all countries in all times.

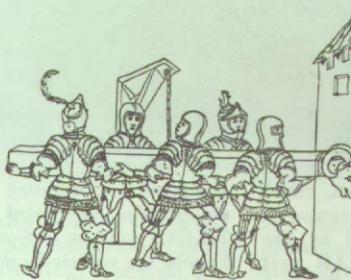
It seems strange that such an ambitious piece of scholarship should get into print almost by accident. The author had been collecting oriental arms and armour for years and made notes for his own information. Then he found that published works were very contradictory and

although the development of arms in East and West often ran parallel, this fact had been virtually ignored.

The basis of his own approach is to consider the conditions under which armour and weapons were used. He has certainly done a thorough job and includes a number of subjects which he considers to be allied closely enough to the main one to warrant it—fencing, fortification, early military organisation, hawking and hunting.

For the record an 'abbasi' is a straight-bladed Rajput sword strengthened at the back by perforated supports. It is not to be confused with the 'abbasi' talwar which is a Punjabi sabre with a slightly curved blade. A mamori katana was the first sword worn by a samurai boy under the age of five. It was a charm sword with the hilt and scabbard covered by brocade. A turnmung is an Australian shield used in club-fighting.

Finally this reviewer, in his



in brief

"The Silver Badge" (Arthur G Kingsmill)

The badge was inscribed "For King and Empire—Services Rendered" and was awarded to men disabled in World War One.

The author's came about through his part in the siege of Kut-el-Amara, where he was wounded. Because of his wounds he was evacuated after the surrender and spared the further sufferings of Turkish prisoner-of-war camps.

His account of the siege and of events leading up to it, though not always clear, contains some illuminating glimpses of the life of a junior non-commissioned officer. His story of his subsequent life with a disability is told without self-pity.

Arthur Stockwell, 10s 6d

"Horizontal Man" (Paul Bates and John Pellow)

Paperback reprint of Paul Bates's fight against poliomyelitis and paralysis contracted during service in Malaya (reviewed SOLDIER June 1964).

Pan, 3s 6d

"Salute the Soldier" (Captain Eric Wheel Bush)

This sailor's tribute to the soldier (the Editor is a retired naval officer) contains hundreds of brief quotations, passages from books and articles, and poems about soldiers and soldiering. Authors range from Thucydides (2400 years ago) to Sir Winston Churchill, from Robert Burns to Bruce Bairnsfather, and from private to field-marshals.

A dip into this book will yield a maxim on which to base a lecture, a scandalous account of

innocence, had always thought the Malayan word "ulu" meant jungle. Fellow ulu-bashers will be surprised to learn that according to Mr Stone "ulu" means "hilt." We live and learn.

Jack Brussel (New York), £7
J C W

GLAMORGAN MEN

"The Yeomen of Yore" (Jack Smith)

This is not the usual type of regimental history. Instead of battle plans and tactical explanations there are chatty anecdotes on the "light and shade of life" in the Glamorgan Yeomanry. Although covering the period 1794-1965 the book mainly deals with World War One.

These yeomen of yore were certainly fine men, what with their wrestling on horseback at gymkhana and by the fact that 200 of them received commissions.

But it was as infantry that the Glamorgan Yeomanry were used, first in Egypt against the Senussi, then at Gaza in Palestine against the Turks. As part of the famous 74th Division—"the equal of any two German divisions"—they were at the Hindenburg Line.

It is the pride and affection that the author of this slim volume feels for the Yeomanry that is their real memorial.

D Brown, Cowbridge, 17s 6d
A W H

Marlborough's affair with Lady Castlemaine, a description of Lord Robert's last visit to Indian troops, a report of the Japanese surrender in Singapore in 1945, a tribute by Field-Marshal Earl Alexander to the German soldier of 1939-45—something, in fact, for everyone.

George Allen and Unwin, 52s 6d

"Farewell to Arabia" (David Holden)

As a newspaper foreign affairs correspondent, the author has made many visits to Arabian countries in the past ten years. It has been a momentous decade, in which many parts of the Peninsula have finally had their isolation pierced.

The decade has seen the Yemen revolt and civil war, Kuwait's achievement of full independence and its critical aftermath, modernisation in Saudi Arabia, enormous growth in the Persian Gulf oil industry and Britain's offer of independence to Southern Arabia and her intention to abandon the Aden base.

Mr Holden offers political, historical and social background to these events, with assessments of personalities and influences, clearly and interestingly presented.

Faber and Faber, 35s

"The Tiger Tanks" (Heinz J Norman, Uwe Feist and Edward T Maloney)

One of the most awesome sights after D-Day in 1944 was a first confrontation by a 70-ton King Tiger tank with its massive front armour, almost yard-wide tank tracks and the fearsome 88mm gun.

The King Tiger is one of five variants of the Tiger tanks illustrated and described in this first Armor

Series book from Aero Publishers Inc, of Fallbrook, California. There are more than 60 pictures of exteriors, interiors and details, four colour paintings and 18 diagrams.

First comes the Tiger I, then the King Tiger II, the 71-ton Hunting Tiger tank-killer with its 128mm gun, the Elephant tank hunter and the Storm Tiger armed with 15-inch mortar.

This is a book for the enthusiast who will not quibble at a rather costly 52 pages and soft covers.

W E Horsant Ltd, 218 Archway Road, Highgate, London N6, 23s 6d post paid

"Bellona Military Vehicle Prints"

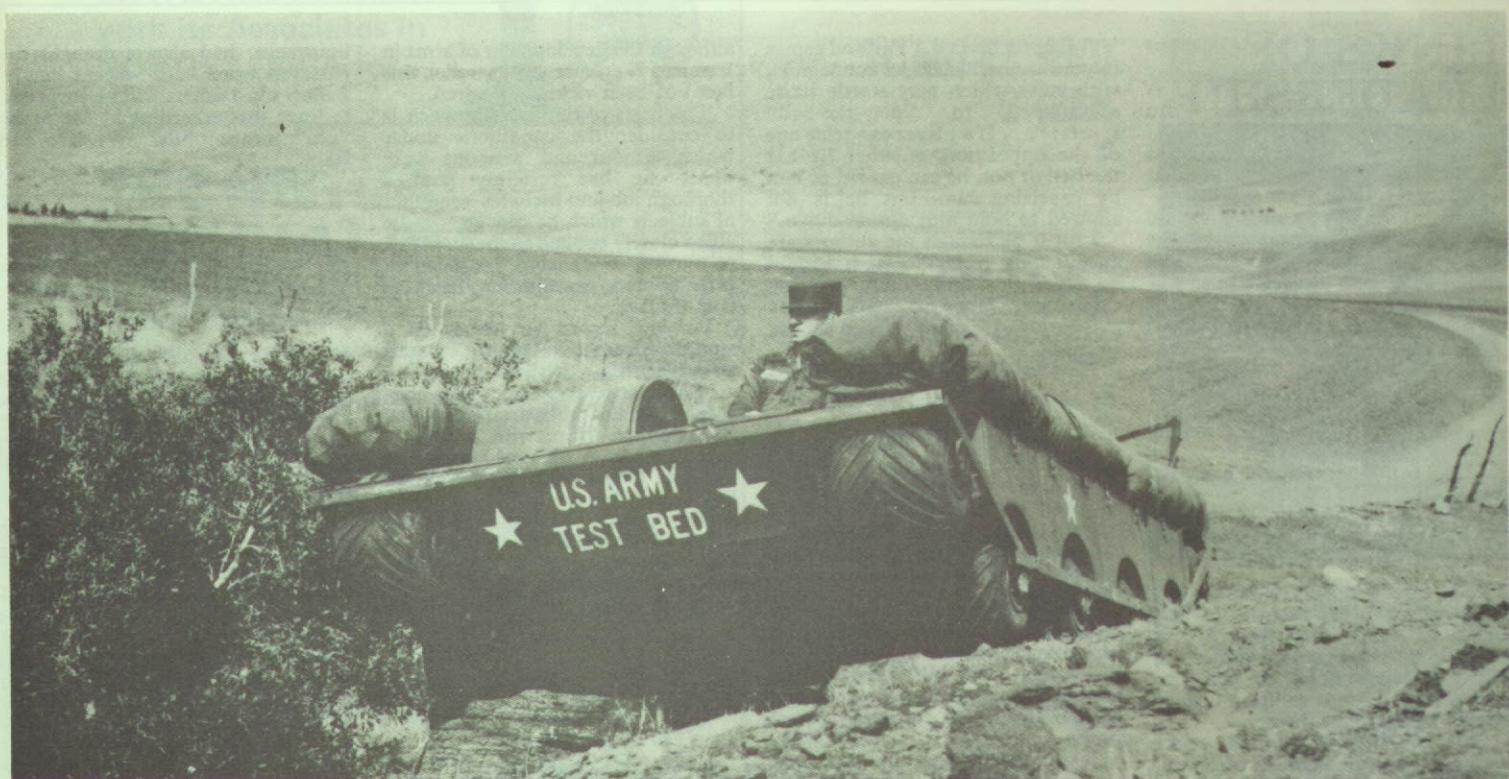
Series Seven in these well-produced diagrams and detailed notes features the German Panzerkampfwagen III aus F tank (1941-42), American M41 self-propelled 155mm howitzer (1945), Russian SU85 tank destroyer (1944) with its 85mm anti-tank gun on the T34 tank chassis, and the American Sherman VC Firefly (1944) mounting a 17-pounder. Briefly described, too, are two Japanese World War Two weapons—the 90mm mortar and 20mm anti-tank rifle.

Series Eight deals with the German Jagdpanther (1944/45), the turreless American superheavy T28 tank with a 105mm gun, and the British Comet Mk I cruiser tank (1945). This time the back page "extra" gives details of QF 77mm ammunition.

Both series fit the Bellona loose leaf binder (9s including postage).

Merberlen Ltd, Badgers Mead, Hawthorn Hill, Bracknell Berks, 4s each.

Left, right and centre

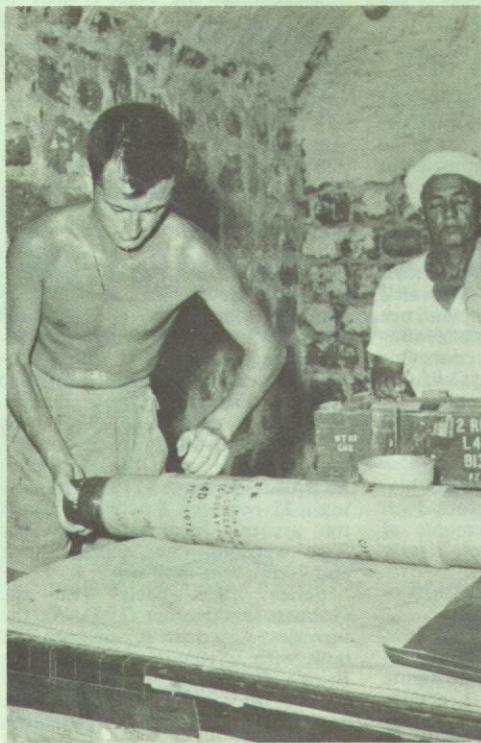


This new cargo vehicle which can swim, climb steep hills, drive over huge rocks and cruise at 50 miles an hour, is being evaluated by the United States Army. It is the TILCAR (yet another new abbreviation, standing for Tactical Infantry Load Carrier Amphibious Remote) and it has been designed and built by Bissell-Berman Corporation of California to carry packs and other

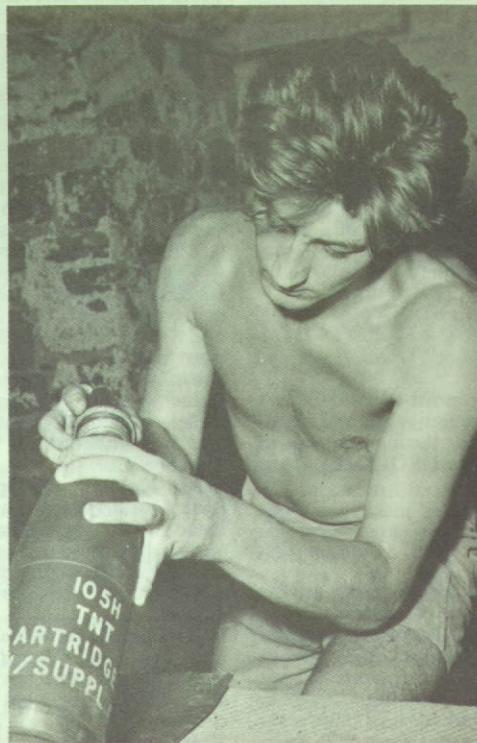
equipment of infantry platoons. Powered by a six-cylinder air-cooled automobile engine, the TILCAR rolls on 12 Goodyear low-pressure tyres. Should the vehicle be damaged accidentally or in action it can still operate with more than half its tyres flat. The tyres also propel TILCAR in water and provide nearly half the needed buoyancy. All 12 wheels are driven through a two-speed

automatic transmission. Three watertight compartments house the driver and some cargo, centre-mounted engine and remote control cable reels and cargo aft. Cargo is also carried in eight watertight containers and on the deck. TILCAR weighs 2215lbs, is 159in long and 92in wide, has 15½in ground clearance with a deck only 28½in above ground, and carries 1500lbs of cargo.

All in a day's work



Routine job for the Royal Army Ordnance Corps' Aden Ammunition Sub-Depot is testing ammunition and destroying sub-standard components.



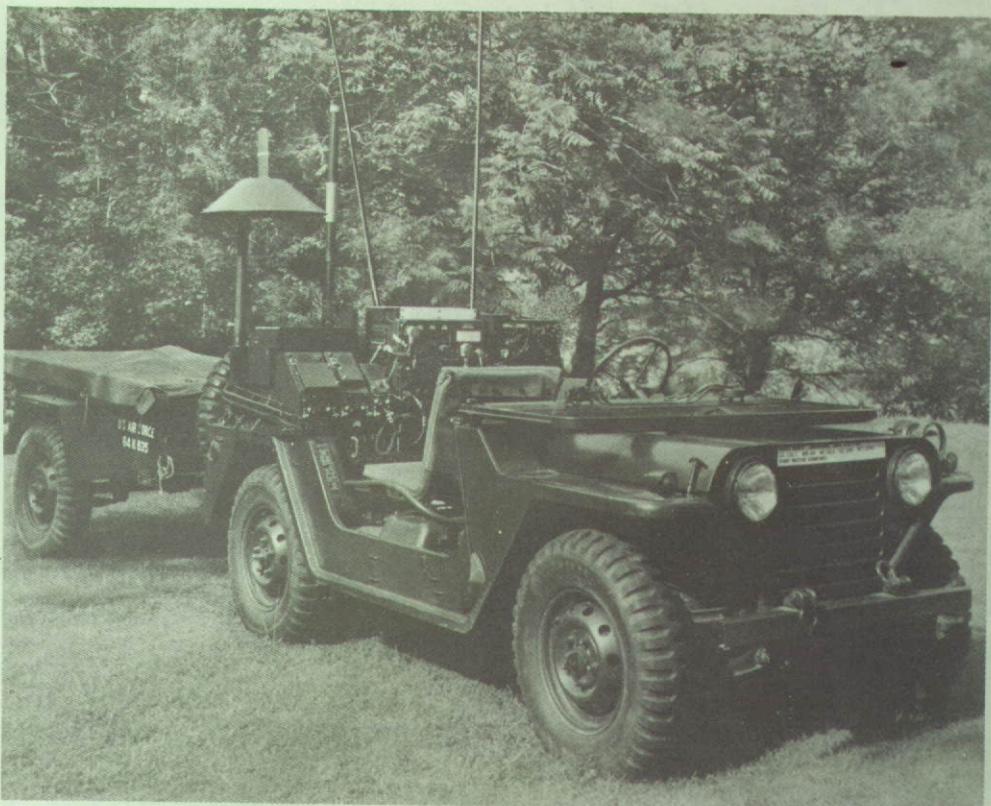
The morning begins when storeman Pte Bob Oliver unpacks a 105mm howitzer shell (left). Cpl Maurice Taylor first unscrews the nose cap (above).



Cpl Taylor, an ammunition technician, then examines the fuse components in the cone assembly and checks the cartridge filling (propellant).



Medieval knights who rode into battle in shining armour have their counterparts today in armoured-clad sky-cavalrymen—United States helicopter crewmen in Vietnam. But the 1966 armour, which has proved highly effective against rifle and machine-gun fire, is light and malleable. It combines a ceramic facing and fibreglass backing and the suits, in three sizes, comprise front and back torso plates in a vest which slips over the head, with leg and thigh pieces fitted with straps.

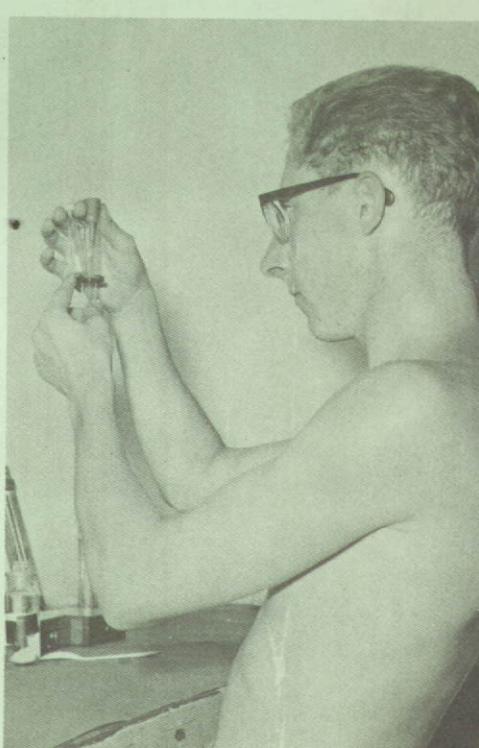


It set out as a jeep and trailer. And grew into one of 377 jeep-mounted combat radio communications centrals—the AN/MRC-107—designed and built by General Dynamics for forward air controllers of the United States Air Force. The system comprises four radios and associated antennae for immediate communication with air

and ground forces, two manpack radios and a generator set in the trailer. All radios can alternatively be operated from the jeep's power system and can be mounted on an armoured personnel carrier or light truck if required. And, it is claimed, the system is so simple that airmen can be taught in half-an-hour to operate it.



Because a suspect fuse has been found, Sgt John Beattie takes over and, working behind a shield of armoured glass, now drills out the detonator.



Next, Cpl George Dooley analyses samples for any sensitive explosive salts caused by reaction between fuse and gases from main explosive filling.



Finally, unsafe fuse components are prepared for demolition in a deep pit, with plastic explosive, by Capt K J Norsworthy (left) and Cpl Neil MacColl.

SOLDIER

