



Military Despatches

Vol 10 April 2018

Ten audacious military raids

Ten of the most daring raids in military history

When the Cold War turned Hot

The 1960 U-2 Spy Plane incident

Head-to-Head

World War I fighter aces



Battlefield

The Cockleshell Heroes

The unassuming Hero

Nominated for the Victoria Cross 34 times in World War I

For the military enthusiast

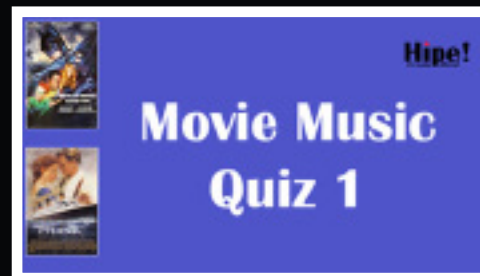


Click on any video below to view



Hipe's Wouter de Goede interviews former 28's gang boss David Williams.

How much do you know about movie theme songs? Take our quiz and find out.



Part of Hipe's "On the couch" series, this is an interview with one of author Herman Charles Bosman's most famous characters, Oom Schalk Lourens.



A taxi driver was shot dead in an ongoing war between rival taxi organisations.



The old South African Defence Force used a mixture of English, Afrikaans, slang and techno-speak that few outside the military could hope to understand. Some of the terms were humorous, some were clever, while others were downright crude.



Hipe spent time in Hanover Park, an area plagued with gang violence, to view first-hand how Project Ceasefire is dealing with the situation.

Hipe TV brings you videos ranging from actuality to humour and everything in between. Interviews, mini-documentaries and much more.

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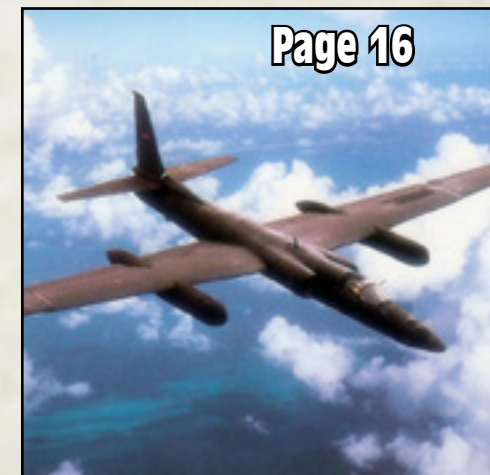
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Cover Photograph

An undated photograph of an American Lockheed U-2 high altitude spy plane.





Editor's Sitrep

Well, I had a good Saint Patrick's Day. Or so I've been told. It's hard to believe that Military Despatches is now in double figures. This is the tenth issue of the magazine.

Rather a mixed bag in this month's issue. In this month's Top Ten we look at ten of the most audacious military raids carried out. Some of them were insane.

I found the article on The Phantom B-17 interesting. There's nothing strange about a B-17 bomber landing. But one landing without a soul on board is a different story.

Respected author and military veteran WO1 Paul Els visited Arnhem earlier this year and he paid a visit to the well known bridge that was the scene of an epic World War II battle.

One of the things that I enjoy about researching articles for Military Despatches is that I often get to learn a lot. I must confess that up until now I had never heard about Captain Harold Akroyd.

This World War I medical officer was recommended for the Victoria Cross a remarkable 34

times. He received 11 separate nominations at Delville Wood and an incredible 23 recommendations during the Battle of Ypres.

I was really fortunate to get hold of not one, but four copies of the 1955 classic war movie, *The Cockleshell Heroes*. We will be giving away three copies of the movie this month. Check out the details on page 54.

Another bit of news is that we're organising a trip to Kimberley in June. I did a similar trip a few years back with a group of Moths, and damn, it was fun. The train trip there and back was half the fun.

I will let everyone know more details, such as dates and costs, in the next issue of the magazine. I really hope to see some of you there.

That's about it for this month's issue. In closing I would like to wish Pip Ack Moth Shellhole in Cape Town congratulations on their 90th anniversary this month.

Until next month.

Matt

Hipe!

media

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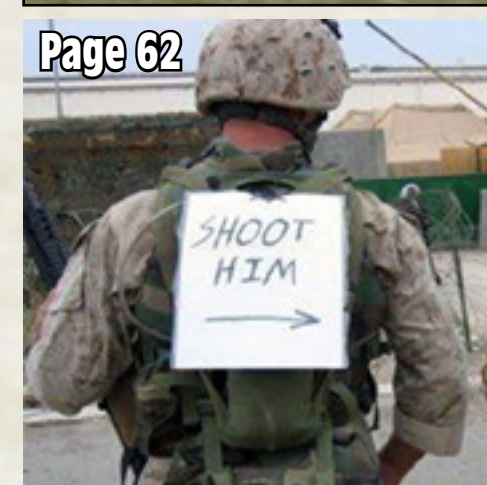
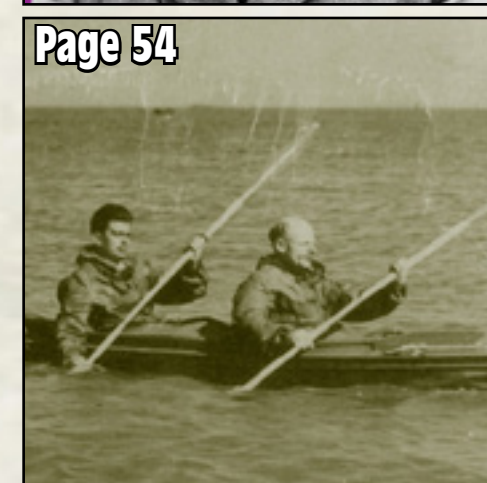
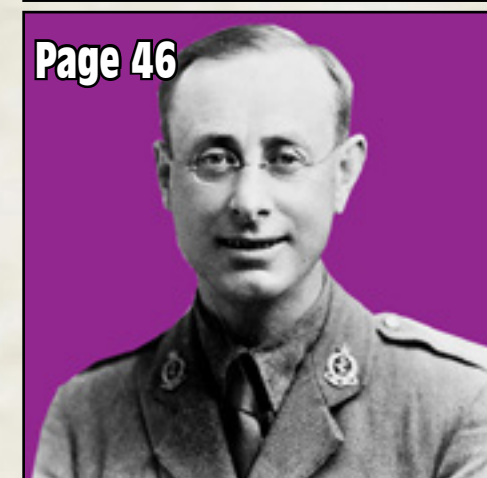
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The Lighter Side By the left, quick laugh

Some military jokes for you this month.





10 audacious military raids

Ten military raids that were audacious, effective and far reaching.

Raiding, also known as depredation, has been around for as long as there has been warfare.

Among many tribal societies, raiding was the most common and lethal form of warfare. Taking place at night, the goal was to catch the enemy sleeping to avoid casualties to the raiding party.

Used as a military tactic, raids usually have a specific purpose and are not normally intended to capture and hold terrain.

A raiding group may consist of specially trained troops, such as special forces, or as a special mission assigned to any general troops.

The purposes of a raid may include:

- to demoralise, confuse or exhaust the enemy.
- to ransack, pillage or plunder.
- to destroy specific goods or installations of military or economic value.
- to free hostages or POWs.
- to capture enemy soldiers for interrogation.
- to kill or capture specific key persons.
- to gather intelligence.

In this month's Top Ten we will be looking at ten raids that

were audacious, effective and far reaching.

These ten raids have been placed in alphabetical order.

Operation Barras

The civil war in Sierra Leone, a former British colony in West Africa, had started in March 1991. In the later half of 2000, nearly ten years later, the war was still going strong.

On 25 August 2000, a patrol from the Royal Irish Regiment were returning from a visit to Jordanian peacekeepers attached to the United Nations Mission in Sierra Leone (UNAMSIL) at Masiaka.

When the patrol turned off the main road and drove down a track towards the village of Magbeni, they were overwhelmed by a large number of heavily armed rebels.

The 11 members of the Royal Irish Regiment patrol, along with their Sierra Leone Army liaison officer, were taken prisoner and move to Gberi Bana on the opposite side of Rokel Creek.

The rebels were a group known as the West Side Boys, under the leadership of Foday Kallay. They were well armed and particularly vicious. Their frequent use of cannabis, co-

caine and local palm wine made their behaviour erratic at the best of times

The British Army negotiated the release of six of the eleven men on patrol, but were not able to gain the freedom of their Sierra Leone Army liaison officer and the other men before the West Side Boys' demands became increasingly unrealistic.

The negotiators concluded that the demands made by the West Side Boys were delaying tactics rather than an effort to resolve the crisis.

By 9 September the soldiers had been held for over a fortnight. There was a fear that the soldiers would be killed or moved to another location from which it would be more difficult to extract them. The British government authorised an assault on the West Side Boys' base to take place at dawn the following day.

The ground operation, code named Operation Barras, would be carried out by D Squadron, 22 Regiment Special Air Services and elements of 1st Battalion, Parachute Regiment.

The SAS would carry out the assault on Gberi Bana to extract the Royal Irish. 1 Para would launch a diversionary assault on Magbeni.



BEHIND ENEMY LINES: Some of the raiders that freed POWs at Cabanatuan.

SAS observation teams had been in the area for some time, keeping Gbeni Bana under close observation.

The two Chinook helicopter carrying the SAS assault team took up a holding position about 15 minutes flying time from the West Side Boys' camp. This meant that they were out of visual and hearing range.

This gave the observation teams time to get into position to prevent the West Side Boys from attacking any of the captives before the assault teams were on the ground.

As the assault teams came into position, two Lynx attack helicopters strafed the village to make the landing zones as safe as possible. The observation teams engaged West Side Boys in the vicinity of the captives to prevent the gang members from attempting to kill them.

The assault teams fast-roped to the ground and swept through the village, engaging targets.

Less than 20 minutes after the arrival of the SAS assault team the five Royal Irish soldiers were freed, as was Lieutenant Musa Bangura, the patrol's SLA li-

aision, and had been evacuated from the area. 22 Sierra Leonean civilians who had been held captive by the West Side Boys were also released.

One SAS member, Trooper Bradley Tinnion, was killed in the raid. At least 25 West Side Boys were killed, although this number was probably much higher.

Eighteen West Side Boys, including the gang's leader, Foday Kallay, were taken prisoner and later transferred to the custody of the Sierra Leone Police. Many West Side Boys fled the area during the assault, and over 300 surrendered to UNAMSIL forces within a fortnight.

Several decorations were awarded to the personnel who took part in Operation Barras, including two Conspicuous Gallantry Crosses, five Military Crosses, and five Distinguished Flying Crosses. Bradley Tinnion received a posthumous Mention in Despatches.

Raid at Cabanatuan

After the Battle of Bataan in the Philippines during 1942, tens of thousands of American

troops surrendered to the Japanese.

Following the Bataan Death March, most of the prisoners were transferred to other areas. Just over 500 American and other Allied POWs, along with some civilians, were sent to the Cabanatuan prison camp.

The conditions in the camp were horrific. They included disease, torture and malnourishment. Prisoners were executed for the slightest offence.

When the Americans, under General Douglas MacArthur, invaded the Philippines, the prisoners feared that they would be executed by their captors before the invading force could arrive at Cabanatuan.

In late January 1945 a plan was developed by Sixth Army leaders and Filipino guerrillas to send a small force behind enemy lines to rescue the prisoners.

A group of over a hundred US Army Rangers and Scouts and a couple of hundred guerrillas were tasked for the mission. They would travel 48 kilometres behind the Japanese lines to reach the camp.

Using a P-61 Black Widow aircraft as a distraction and under the cover of darkness, the raiders surprised the Japanese forces in and around the camp.

Hundreds of Japanese troops were killed in the 30 minute coordinated attack, with the Americans suffering minimal casualties. The POWs were then escorted back to American lines.

The rescue allowed the prisoners to tell of the death march and prison camp atrocities, which sparked a new rush of

resolve for the war against Japan. The rescuers were awarded commendations by MacArthur, and were also recognized by President Franklin D. Roosevelt. A memorial now sits on the site of the former camp.

Operation Chariot

On 24 May 1941, the Battle of the Denmark Strait was fought between the Royal Navy ships HMS Prince of Wales and HMS Hood and the German ships Bismarck and Prinz Eugen.

HMS Hood was sunk and HMS Prince of Wales was damaged and had to retire. The Bismarck was also damaged and she headed for the French port of Saint-Nazaire, which was the only port on the Atlantic coast with a dry dock able to accommodate a ship of her size. She was intercepted by the British and sunk en route.

When the dry dock at Saint-Nazaire was completed in 1932 it was the largest dry dock in the world.

When the German battleship Tirpitz was declared operational in January 1942, the Royal Navy (RN) and Royal Air Force (RAF) were already drawing up plans to attack her.

Planners from Combined Operations Headquarters were looking at potential scenarios if Tirpitz escaped the naval blockade and reached the Atlantic. They decided the only port able to accommodate her was St Nazaire, especially if, like the Bismarck, she was damaged en route and needed repairs.

They came to the conclusion that if the dock at Saint-Nazaire were unavailable the Germans were unlikely to risk sending



SET TO BLOW: HMS Campbelltown after it had rammed the dry dock at Saint-Nazaire.

Tirpitz into the Atlantic.

Combined Operations examined a number of options, including a bombing attack by the Royal Air Force, a sabotage by agents of the Special Operations Executive, and an attack by the Royal Navy. All were ruled out for various reasons. An attack by a Commando force was decided upon.

The obsolete destroyer HMS Campbelltown was stripped down to make it lighter and it was packed with delayed-action explosives that were well hidden within a steel and concrete case.

Accompanied by 18 smaller craft, the HMS Campbelltown crossed the English Channel to the Atlantic coast of France.

At 00h30 on 28 March 1942 the convoy crossed over the shoals at the mouth of the Loire estuary, with Campbelltown scraping the bottom twice. Each time she was able to pull free, and the group proceeded on up toward the harbour in darkness.

At 01h28, with the convoy 1.6 km from the dry dock gates, the commander of HMS Campbelltown, Lieutenant Commander Stephen Halden Beattie, ordered the German flag they were flying to be lowered

and the White Ensign raised. The convoy immediately came under intense German fire.

At 01h34, only three minutes later than scheduled, the HMS Campbelltown struck home. The force of the impact drove the ship 10 metres onto the gates.

The Commandos on the HMS Campbelltown and the smaller craft disembarked and headed for their objectives. Their task was to secure the Old Mole and eliminate the anti-aircraft positions around the southern quays. They were then to move into the old town and blow up the power station, bridges and locks for the new entrance into the basin.

Heavy German gunfire sank, set ablaze, or immobilised virtually all the small craft intended to transport the commandos back to England; the commandos had to fight their way out through the town to try to escape overland.

Almost all were forced to surrender when their ammunition was expended and they were surrounded and captured by the Wehrmacht defending Saint-Nazaire.

At noon, while being inspected by a group of 40 senior Ger-



IL DUCE IS FREE: Benito Mussolini along with Otto Skorzeny.

man officers and civilians, the HMS Campbelltown exploded.

Just before the explosion, Lt Commander Beattie was being interrogated by a German naval officer who was saying that it wouldn't take very long to repair the damage the Campbelltown has caused.

Just at that moment, she went up. Beattie smiled at the officer and said, 'We're not quite as foolish as you think!'

Not only were the dry docks put out of action for the rest of the war, they remained so until five years after the war had ended.

After the raid, only 228 men of the force of 611 returned to Britain; 169 were killed and 215 became prisoners of war. German casualties were over 360 dead, some killed after the raid when Campbelltown exploded.

To recognise their bravery, 89 decorations were awarded to members of the raiding party, including five Victoria Crosses.

Lt Commander Beattie was one of those awarded the VC.

After the war, Saint-Nazaire was one of 38 battle honours awarded to the Commandos.

The Doolittle Raid

The Japanese attack on Pearl Harbour on 7 December 1941 had brought America into the war.

Since then the country had suffered a number of defeats and setbacks. Morale in America was at a low. Something needed to be done and Lieutenant Colonel James "Jimmy" Doolittle of the United States Army Air Forces believed he had just the plan - bomb Japan!

There were, however, a problem with this plan. The Americans had no aircraft capable of getting even close to Japan from any Allied base. Doolittle believed he had the solution.

His plan was to take an aircraft carrier within flying distance of Japan, and then launch B-25B Mitchell bombers from the carrier. As it was impossible to land a medium bomber on a carrier, the bombers would then continue westward to land in China.

On 18 April 1942, sixteen B-25B Mitchell medium bombers took off from the US Navy's aircraft carrier USS Hornet (CV-8) deep in the Western Pacific Ocean.

Without any fighter escort the bombers flew to Japan and attacked the capital Tokyo and other places on the island of Honshu.

Fifteen aircraft reached China, but all crashed. The 16th aircraft reached Vladivostok in the Soviet Union. It was confiscated and its crew were interned for more than a year.

All but three of the 80 crew initially survived the mission. Eight were captured by the Japanese Army in China. Four of them died in captivity - three were executed and one died of disease. Fourteen complete crews, except for one crewman who was killed in action, returned either to the United States or to American forces.

The raid caused little material damage to Japan, 50 Japanese were killed and about 400 injured (including civilians). But it achieved its goal of raising American morale and casting doubt in Japan on the ability of its military leaders to defend their home islands.

Doolittle, who initially believed that the loss of all his aircraft would lead to his court-martial, received the Medal of Honor and was promoted two ranks to brigadier general.

Operation Eiche (Oak)

On the night of 24 and 25 July 1943, mere weeks after the Allied invasion of Sicily and the bombing of Rome, the Italian Grand Council of Fascism voted a motion of no confidence (*Ordine del Giorno Grandi*) against Italian dictator Benito Mussolini.

On the same day King Victor Emmanuel III of Italy had Mus-

solini arrested and replaced by Marshal Pietro Badoglio.

Mussolini was being transported around Italy by his captors. First to Ponza, then to La Maddalena, both small islands in the Tyrrhenian Sea.

In the meantime *Hauptsturmführer* (SS Captain) Otto Skorzeny was tracking him. Skorzeny had been personally selected for the mission by Nazi dictator Adolf Hitler and Ernst Kaltenbrunner, the head of the RSHA (*Reichssicherheitshauptamt* - Reich Main Security Office).

Skorzeny intercepted a coded Italian radio message. Using reconnaissance provided by agents and informants of *SS-Obersturmbannführer* Herbert Kappler, he was able to determine where Mussolini was being held.

Mussolini was being held high in the Apennine Mountains at Campo Imperatore Hotel, a ski resort at Campo Imperatore in Italy's Gran Sasso massif.

An airborne operation to free Mussolini was planned by Major Otto-Harald Mors, a battalion commander with the *Fallschirmjäger* (paratroopers). The plan was approved by General Kurt Student and given the go ahead by Hitler personally.

On 12 September 1943, 26 of Skorzeny's SS troopers joined a team of 82 *Fallschirmjäger* to rescue Mussolini in a high-risk glider mission.

The raiding group landed their dozen DFS 230 gliders on the mountain. One glider crashed, causing minor injuries.

Mussolini was being guarded by 200 well-equipped *Carabinieri* (Italian military force



COCKLESHELL HEROES: Major Herbert 'Blondie' Hasler (right) and a marine during training.

charged with police duties) guards. They were quickly overwhelmed without a single shot being fired.

This was helped by the fact that General Fernando Soleti of the *Polizia* (police) flew in with Skorzeny and told the guards to stand down or be executed for treason.

Skorzeny attacked the Carabinieri radio operator and his equipment, then he formally greeted Mussolini with "Duce, the Führer has sent me to set you free!", to which Mussolini replied "I knew that my friend would not forsake me!"

Escorted by Skorzeny, Mussolini was flown first to Rome, then to Vienna, and finally to Berlin.

Although the operation had been planned by the *Luftwaffe Fallschirmjäger* (German air force paratroopers), at the behest of Reichsführer-SS Heinrich Himmler and propaganda minister Joseph Goebbels, Skorzeny and his Special Forces of the Waffen-SS were granted the majority of the credit for the operation.

Mussolini was made leader

of the Italian Social Republic (a German puppet state consisting of the German-occupied portion of Italy). Otto Skorzeny gained a large amount of success from this mission; he received a promotion to *Sturmbannführer* (assault unit leader), the award of the Knight's Cross of the Iron Cross and fame that led to his "most dangerous man in Europe" image. Winston Churchill himself described the mission as "one of great daring".

As it turned out, however, this was one of the last of Hitler's spectacular gambles to bear fruit.

Operation Frankton

The Royal Marines Boom Patrol Detachment (RMBPD) had been formed on 6 July 1942. Based at Southsea, Portsmouth, it was under the command of Royal Marines Major Herbert 'Blondie' Hasler with Captain J. D. Stewart as second in command.

The Bay of Biscay port of Bordeaux was a major destination for goods to support the German war effort, and Hasler came up with a bold plan to at-



LEADING FROM THE FRONT: Col Arthur 'Bull' Simons led the raid on Son Tay Prison.

tack it.

The initial plan called for a force of three canoes to be transported to the Gironde estuary by submarine then paddle by night and hide by day until they reached Bordeaux 97 km from the sea, thus hoping to avoid the 32 mixed *Kriegsmarine* (German Navy) ships that patrolled or used the port. On arrival they hoped to sink between six and 12 cargo ships then escape overland to Spain.

Chief of Combined Operations, Admiral Louis Mountbatten, granted permission for the raid. He increased the size of the force from three canoes to six.

Initially Mountbatten ordered that Hasler could not take part in the raid. However Mountbatten was forced to reconsider as Hasler was the chief canoeing specialist. His experience would be vital to the mission.

The RMBPD started training for the raid on 20 October 1942, which included canoe handling, submarine rehearsals, limpet mine handling and escape and

evasion exercises.

They practised for the raid with a simulated attack against Deptford, starting from Margate and canoeing up the Swale.

On 30 November 1942, under the command of Lieutenant-Commander Dick Raikes DSO the Royal Navy submarine HMS Tuna (N94) sailed from Holy Loch in Scotland with the six canoes and raiders on board.

The mission was scheduled to start on 6 December 1942, but bad weather and the need to negotiate a minefield en route meant that it started a day later.

The Mk II compassable canoes were given the code name 'Cockle'. The hull of one of the canoes was damaged while being passed out of the submarine hatch, leaving just five canoes to carry out the raid.

On the first night, 7/8 December, one of the canoes was lost while battling strong winds and cross tides. Later on a second canoe capsized in high waves and was lost.

Another canoe and its crew had been captured at daybreak near Pointe de Grave lighthouse.

The original plan had been to attack on 10 December, but Hasler changed the plan. Because of the strength of the ebb tide they still had a short distance to paddle, so Hasler ordered they hide for another day and set off to reach Bordeaux on the night of 11/12 December.

The two canoes split up and Hasler placed eight limpet mines on four vessels. The other crew placed eight limpet mines on two vessels, five on a large cargo ship and three on a small liner.

The two canoes met up downriver and, after sinking their canoes, the two teams split up and set out on foot for the Spanish border.

One of the teams was captured, while Hasler and his crew member, Marine Bill Sparks, finally made it to safety.

Six vessels were damaged by the limpet mines. For their part in the raid Hasler was awarded a Distinguished Service Order and Sparks the Distinguished Service Medal (DSM). They were the only two of the 10 men that set out on the raid that survived. Six were captured and executed, and two died of hypothermia.

The RMBPD would later go on to form the Special Boat Service

Operation Ivory Coast

The briefing given by US Special Forces Colonel Arthur "Bull" Simons was simple.

"We are going to rescue 70 American prisoners of war, maybe more, from a camp called Son Tay. This is something American prisoners have a right to expect from their fellow soldiers. The target is 23 miles (37 km) west of Hanoi."

By the spring on 1970 there were more than 450 known American POWs held in North Vietnam. Another 970 American servicemen were listed as missing in action.

Some of them had been in captivity for more than five years, the longest period in any war in American history.

Intelligence reports told of brutal conditions, torture, and even deaths of the POWs.

In May 1970 aerial reconnais-

sance photographs revealed the existence of two prison camps west of Hanoi, the capital of North Vietnam.

At Son Tay, one photograph showed a large 'K' drawn in the dirt. This was the code for "come and get us".

The other camp, at Ap Lo, showed a photograph of the letters SAR (Search and Rescue) spelled out by the prisoner's laundry. An arrow with the number '8' indicated the distance the men had to travel to the fields they worked in.

Air Force Brigadier General LeRoy J. Manor and Army Colonel Arthur D. "Bull" Simons began to plan an operation to rescue the prisoners from Son Tay.

Reconnaissance photos taken by SR-71 "Blackbirds" revealed that Son Tay "was active". SR-71 reconnaissance aircraft took most of the Son Tay target photos from above 24,000 metres while streaking over North Vietnam at more than three times the speed of sound.

There were numerous obstacles that had to be considered. The camp itself was in the open and surrounded by rice paddies. In close proximity was the 12th North Vietnamese Army (NVA) Regiment totaling approximately 12,000 troops. Also nearby was an artillery school, a supply depot, and an air defense installation.

500 metres south was another compound called the "secondary school", which was an administration center housing 45 guards. To make matters more difficult, Phuc Yen Air Base was only 32 kilometres north-



FINAL APPROACH: A computer-generated image shows the compound where Osama bin Laden was killed.

east of Son Tay.

The raiders would have to get in and out very quickly, before anyone could react to the situation.

Simons recruited 103 personnel from interviews of 500 volunteers, mostly Special Forces personnel of the 6th and 7th Special Forces Groups at Fort Bragg, North Carolina.[22] USAF planners selected key Air Force commanders, who then picked personnel for their crews. Helicopter and A-1 Skyraider crews were put together from instructors at Eglin and personnel returned from Southeast Asia.

On 21 November 1970, 56 US Army Special Forces soldiers, led by Bull Simons, landed by helicopter in and around Son Tay prison. A-1 Skyraiders provided air support.

The plan was executed to near perfection. The raiders suffered two lightly wounded and the loss of one aircraft and one helicopter. The loss of the helicop-

ter, which was crash-landed in the compound of Son Tay, had been planned from the start. 42 guards at the camp were reportedly killed.

The helicopter returned to the extraction landing zone and the raiders were airlifted back to safety. The entire raid had taken only 27 minutes.

While the raid had gone according to plan, there was one major problem - there were no POWs in the camp, it was empty.

There had been 65 prisoners at Son Tay, but they had been moved on 14 July because the well for drinking water had been contaminated by flooding.

Criticism of the raid, particularly in the news media and by political opponents of the Vietnam War and the Nixon Administration, was widespread and of long duration. Not only was the failure denounced as the result of poor or outdated intelligence, but charges were made that the operation caused



GOING IN: As the world watches on television, the SAS carry out their assault on the Iranian embassy.

increased mistreatment of the prisoners.

However, as a result of the raid, the North Vietnamese consolidated their POW camps to central prison complexes. An area of the infamous "Hanoi Hilton" formerly housing civilian and South Vietnamese prisoners became "Camp Unity", a block of large communal areas housing 50 POWs each. After their repatriation, many POWs said that being in close contact with other Americans lifted their morale, as did knowledge of the rescue attempt. Some POWs said that food, medical care, and even seemingly basic things like mail delivery vastly improved after the raid.

For their actions, members of the task force received six Distinguished Service Crosses, five Air Force Crosses, and at least 85 Silver Stars, including all 50 members of the ground force who did not receive the DSC.

Operation Neptune Spear

After claiming responsibility for the 11 September 2001 attacks on the World Trade Cen-

ter and Pentagon, the founder and first leader of the Islamist group Al-Qaeda, Osama bin Laden, was a prime target for the US military.

For ten years the United States had been searching for bin Laden. Now, the Americans had strong evidence that bin Laden was in a compound in Abbottabad, Pakistan. The US began intensive multiplatform surveillance.

The commander of the Joint Special Operations Command (JSOC), Vice Admiral William H. McRaven, was briefed about the compound in January 2011.

McRaven said a commando raid would be fairly straightforward but he was concerned about the Pakistani response.

He assigned a captain from the U.S. Naval Special Warfare Development Group (DEVGRU) to work with a CIA team at their campus in Langley, Virginia. The captain, named "Brian", set up an office in the printing plant in the CIA's Langley compound and, with six other JSOC officers, began to plan the raid. The raid was given the

code name 'Operation Neptune Spear'.

The raid was carried out by approximately two dozen helicopterborne US Navy SEALs from DEVGRU's Red Squadron shortly after 01h00 on 2 May 2011.

For legal reasons (namely that the U.S. was not at war with Pakistan), the military personnel assigned to the mission were temporarily transferred to the control of the civilian Central Intelligence Agency.

The SEALs operated in multiple teams, and were equipped with a variety of gear and weaponry.

Osama bin Laden was killed in the raid and initial versions said three other men and a woman were killed as well: bin Laden's adult son Khalid, bin Laden's courier Abu Ahmed al-Kuwaiti, al-Kuwaiti's brother Abrar, and Abrar's wife Bushra.

After the raid bin Laden's body was taken to Afghanistan for identification, then buried at sea within 24 hours of his death in accordance with Islamic tradition.

The US lost one helicopter during the raid when it crashed landed in the compound. There were no other casualties.

Operation Nimrod

When six armed men stormed the Iranian embassy in South Kensington, London, on 30 April 1980, it set into motion a series of events that would become world-wide news.

The gunmen were members of Arabs of KSA Group. They were campaigning for Arab national sovereignty in the southern Iranian region.

They took 26 hostages, mostly embassy staff, but also several visitors as well as a British police officer who had been guarding the embassy.

The gunmen made a series of demands as well as wanting safe passage out of the United Kingdom. Margaret Thatcher's government quickly resolved that safe passage would not be granted and a siege ensued.

The police did their best to negotiate, but by the sixth day of the siege the gunmen were becoming increasingly frustrated at the lack of progress in meeting their demands. That evening, they killed one of the hostages and threw his body out of the embassy.

As a result the government ordered an assault on the embassy. The police handed over control of the situation to the military.

A group from Britain's elite Special Air Service (SAS) had been on standby since the start of the siege and had already drawn up plans and carried out rehearsals.

At 19h23 two SAS teams, Red Team and Blue Team, abseiled from the roof of the building and forced entry through the windows.

The raid, which was watched live on television, took only 17 minutes. All but one of the remaining hostages were rescued and five of the six gunmen were killed. The sole remaining gunman was prosecuted and served 27 years in British prisons.

Operation Thunderbolt

On the afternoon of 27 June 1976, Air France Flight 139 from Tel Aviv, Israel, was hijacked by two Palestinians from



AMIN'S WHEELS: The black Mercedes Benz used during the raid stands in front of one of the C-130s that took part.

the Popular Front for the Liberation of Palestine - External Operations, and two Germans from the German Revolutionary Cells.

The plane was first diverted to Benghazi in Libya where it was refueled. Then it took off for its final destination - Entebbe Airport in Uganda.

It soon became obvious that not only was the Ugandan government supporting the hijackers, they were expecting them. They were personally welcomed by Ugandan dictator Idi Amin. The four original hijackers were met at Entebbe by at least four others.

Over the following two days, 148 non-Israeli hostages were released and flown out to Paris. Ninety-four, mainly Israeli, passengers along with the 12 member Air France crew, remained as hostages and were threatened with death.

The hijackers issued a list of demands and threatened that if these demands were not met, they would begin to kill hostages on 1 July 1976.

While the Israeli government negotiated for the release of the

hostages, the military was told to prepare an operation to rescue them.

This was no simple matter. First of all, Entebbe was more than 5,000 km away from Tel Aviv and they would have to cross the airspace of at least three countries to get there.

The plan that was adopted was simple. Fly a rescue force from Israel to Entebbe, rescue the hostages, and fly back to Israel. It was given the code name 'Operation Thunderbolt'.

The task force was made up of approximately 100 men. A 29 man assault unit, led by Lt. Col. Yonatan Netanyahu, was composed entirely of commandos from *Sayeret Matkal* (The Unit), and was given the primary task of assaulting the old terminal and rescuing the hostages.

The securing element included a paratroopers force led by Col. Matan Vilnai - tasked with securing the civilian airport field, clearing and securing the runways, and protection and fuelling of the Israeli aircraft in Entebbe.

The Golani force led by Col.

Uri Sagi - tasked with securing the C-130 Hercules aircraft for the hostages' evacuation, getting it as close as possible to the terminal and boarding the hostages; also while acting as general reserves.

The Sayeret Matkal force led by Major Shaul Mofaz - tasked with clearing the military airstrip, and destroying the squadron of MiG fighter jets on the ground, to prevent any possible interceptions by the Ugandan Air Force; also with holding off hostile ground forces.

The task force took off from Sharm el-Sheikh in Hercules C-130 aircraft and flew along the international flight path over the Red Sea. They flew at a height of no more than 30 metres to avoid radar detection by Egyptian, Sudanese, and Saudi Arabian forces.

Following the C-130s were two Boeing 707 jets. One contained medical facilities and it landed at Jomo Kenyatta In-

ternational Airport in Nairobi, Kenya. The commander of the operation, General Yekutiel Adam, was on board the second Boeing, which circled over Entebbe Airport during the raid.

The first C-130 landed at Entebbe on 3 July at 23h00 with their cargo bay doors already open. The control tower had turned the landing lights on. The aircraft stopped at the end of the runway and three vehicles were driven out. One was a black Mercedes Benz that looked like Idi Amin's personal vehicle. It was accompanied by two Land Rovers that usually acted as his escort.

The raid was a stunning success. During the raid, which lasted 30 minutes, all seven hijackers were killed, as were between 33 and 45 Ugandan soldiers. Eleven Soviet-built MiG-17 and MiG-21 Ugandan Air Force fighter planes were destroyed on the ground at Entebbe Airport.

Of the 106 hostages, three were killed, one was left in Uganda, and approximately 10 were wounded. The Israeli casualties were one dead and five wounded. The Israeli soldier that was killed was Lt. Col. Yonatan 'Yoni' Netanyahu.

After the raid the task force flew to Nairobi Airport in Kenya where the planes were refueled before returning to Israel. Operation Thunderbolt has been described as one of the most audacious military operations executed.

Further Reading

You can find other articles pertinent to this one in previous issues of Military Despatches.

- Kurt Student (Issue 6, December 2017)
- Operation Thunderbolt (Issue 7, January 2018)
- Operation Nimrod (Issue 9, March 2018).
- Operation Frankton. (This issue).

All Aboard!

In June this year Military Despatches will be arranging a five day trip to Kimberley in the Northern Cape.

We will be leaving from Cape Town on the Trans-Karoo train and will return on the same train.

While in Kimberley we will be staying at Gum Tree Lodge, which has an interesting history of its own.

While there we will be visiting the site of the Battle of Magersfontein, the McGregor Museum, the Big Hole, and a few other places of interest.

We also plan to get together for drinks at the SA Legion with members of El Daba Corner Moth Shellhole.

The good news is that we've managed to arrange a discount on both the train fare and the accommodation.

The bad news is that we can only take a limited number of people. So it will be on a first come - first served basis. The trip will be open to all readers of Military Despatches.

In the next issue of Military Despatches (May 2018) we will give you the exact dates of the

trip, as well as the costs. The costs will include the train trip, accommodation, and transport in Kimberley.

If you are interested, then send us an e-mail at editor@hipe.co.za and put "Kimberley" in the subject line. Those interested will be informed of dates and costs before anyone else.

This should be a good opportunity to spend a bit of time with fellow veterans.

We look forward to seeing you there.

When the Cold War turned hot

There were a number of times that the Cold War almost turned hot. May 1960 was one such occasion.

Immediately after the defeat of Nazi Germany in World War II, Germany had become a country divided in two.

West Germany was controlled by the United States of America, Britain and France. East Germany fell under the Soviet Union.

Although Berlin, the capital of Germany, was in East Germany, it too had been divided in half - East Berlin and West Berlin.

From the start, Russia wanted control of the entire city of Berlin but America was determined that this was not going to happen.

The East and the West had different ideological and economic visions for postwar Europe. The resulting tension and hostility became known as The Cold War.

One of the first major international crises of the Cold War became known as The Berlin Blockade.

The Soviet Union blocked the Western Allies' rail, road and canal access to the sectors of Berlin under Western control.

In response, the Western Allies organised the Berlin airlift which lasted from 26 June 1948 to 30 September 1949.

Aircrews from the United States Air Force, the British Royal Air Force, the French Air Force, the Royal Canadian Air Force, the Royal Australian Air Force, the Royal New Zealand Air Force, and the South African Air Force flew over 200,000

flights in one year, providing to the West Berliners up to 8,893 tons of necessities each day, such as fuel and food.

Although unhappy that their plan was not working, the Soviets did not attempt to disrupt the airlift for fear that this may lead to open conflict. On 12 May 1949, the USSR lifted the blockade of West Berlin.

Intelligence needed

A Four Power Summit was scheduled to be held in Paris on 16 May 1960. One of the priorities on the agenda would be Berlin.

American President Dwight D. Eisenhower was under mounting pressure from the Central Intelligence Agency (CIA) to see what the Russian military was up to. There were fears that Russia was developing intercontinental ballistic missiles. The CIA wanted to fly ultra-high altitude photographic reconnaissance missions over Russia.

Eisenhower was reluctant because he didn't want anything to jeopardise the Four Power Paris Summit. What if one of the planes was brought down by the Russians?

The CIA assured Eisenhower that this would not happen. They said that the Russians had no method of bringing down the plane, the Lockheed U-2.

The Lockheed U-2 was a high altitude recon aircraft that was built in 1957 to gather a range of information while cruising at



CAPTURED: CIA pilot Francis Gary Powers.

undetectable high altitudes. It has a surface ceiling of 21,000 metres and could be equipped with a variety of sensory and communications systems for spying purposes.

Nicknamed the 'Dragon Lady', the U-2 was safe from the MiG-17, the Soviet Union's best interceptor, which could barely reach 13,700 metres. The Americans also believed that Soviet radar, which used American equipment provided during the war, could not track aircraft above 19,800 metres.

Eisenhower finally relented to the pressure and gave the go ahead for two missions to be flown. There were, however, conditions attached.

He wanted the missions to be flown by British pilots from the Royal Air Force. This would give the Americans plausible deniability if the missions were compromised. The British government, still reeling from the aftermath of the Suez Crisis and



DRAGON LADY: Nicknamed the 'Dragon Lady' the single-jet engine ultra-high altitude reconnaissance Lockheed U-2 was operated by the United States Air Force. A U-2 flown by the Central Intelligence Agency was shot down over Russia.

in no position to snub American requests, agreed to the proposal.

The first two missions flown by the British pilots were a success. They confirmed that the Russians were indeed building intercontinental ballistic missiles.

Eisenhower was now under pressure to determine the number of Soviet intercontinental ballistic missiles more accurately. He gave permission for two more missions to be flown before the Four Power Paris Summit. This time, however, the missions would be flown by American pilots.

Things go wrong

On 9 April 1960, a U-2C from the special CIA unit '10-10' took off from the US base at Peshawar, Pakistan. It was piloted by CIA pilot Francis Gary Powers.

He crossed the southern national boundary of the Soviet Union in the area of Pamir Mountains and flew over four Soviet top secret military objects: the Semipalatinsk Test

Site, the Dolon Air Base where Tu-95 strategic bombers were stationed, the surface-to-air missile (SAM) test site of the Soviet Air Defence Forces near Saryshagan, and the Tyuratam missile range (Baikonur Cosmodrome).

What the Americans did not realise was that Soviet radar technology had increased greatly and Powers' U-2 was detected by Soviet Air Defence Forces when it had flown 250 kilometres over the Soviet border. Interception attempts by a Mig-19 and Su-9 were unsuccessful.

The U-2 left Soviet air space and landed at an Iranian airstrip at Zahedan. The mission had been a success and the CIA was delighted with the results. The next flight from Peshawar airport was planned for late April.

On 28 April 1960 a U-2C, codenamed Article 358, was ferried from Incirlik Air Base in Turkey to the US base at Peshawar by pilot Glen Dunaway.

Fuel for the aircraft had been ferried to Peshawar the previ-

ous day, as well as the ground crew, mission pilot Francis Gary Powers, and the back up pilot, Bob Ericson.

On the morning of 29 April the crew was informed that the mission had been delayed for one day. As a result, Bob Ericson flew Article 358 back to Incirlik and pilot John Shinn flew another U-2C, Article 360, back to Peshawar. On 30 April the mission was delayed by yet another day due to bad weather over the Soviet Union.

The weather improved and on 1 May, 15 days before the opening of the Four Power Paris Summit, Captain Francis Gary Powers took off from Peshawar.

Under the code name 'Grand Slam', the mission would photograph targets including the ICBM sites at the Baikonur Cosmodrome and Plesetsk Cosmodrome, then land at Bodø in Norway.

Chelyabinsk-65, an important industrial center of plutonium processing, was another of the targets that Powers was to photograph. At the time, the USSR had six ICBM launch pads, two at Baikonur and four at Chelyabinsk-65.

The Americans had no idea that the U-2 flight was expected and all units of the Soviet Air Defence Forces in the Central Asia, Kazakhstan, Siberia, Ural, and later in the USSR European Region and Extreme North, were placed on red alert.

The U-2C was soon picked up by Soviet radar and Lieutenant General of the Air Force Yevgeniy Savitskiy ordered the air-unit commanders "to attack the violator by all alert flights located in the area of foreign

plane's course, and to ram if necessary".

Soviet attempts to intercept the plane using fighter aircraft failed yet again because of the U-2s extreme operating altitude.

The U-2s course was out of range of several of the nearest SAM sites. One of the SAM sites even failed to engage the target. 1 May is a holiday in the Soviet Union, and they were not on duty that day.

Finally, near Kosulion in the Ural Region, Powers' luck ran out. Three SA-2 Guideline (S-75 Dvina) surface-to-air missiles were fired by a battery commanded by Mikhail Voronov. One of the missiles exploded in the air behind the U-2. The resulting explosion was near enough to violently shake the aircraft, tearing off its long wings.

The plane began to nosedive and at a lower altitude Powers' bailed out. He had neglected to disconnect his oxygen hose first and struggled with it until it broke, enabling him to separate from the aircraft.

He parachuted safely to the ground but was soon captured. He had been issued with a modified silver dollar which contained a lethal, shellfish-derived saxitoxin-tipped needle, but he did not use it.

For more than 30 minutes the SAM command center was unaware that the U-2 had been destroyed. This resulted in 13 more missiles being fired by neighbouring batteries.

One of the missiles struck a Soviet MiG-19 fighter. The pilot, Sergei Safronov, was killed. The MiG's IFF transponders were not yet switched to the

new May codes because of the 1 May holiday.

US cover up

It didn't take the CIA long to realise that something had gone horribly wrong with the mission.

Four days after Powers' had disappeared, the National Aeronautics and Space Administration (NASA) issued a very detailed press release.

They claimed that a weather research aircraft had gone missing north of Turkey. They speculated that while the aircraft was on autopilot the pilot had lost consciousness due to an oxygen failure. They even went as far as to claim that the pilot had reported over the emergency frequency that he was experiencing oxygen difficulties.

To bolster the claim that the U-2 was a weather research aircraft, a U-2 was quickly painted in NASA colours and shown to the media.

On the same day the US Senate made its first comments on the U-2 incident and it began a domestic political storm for Eisenhower.

He was caught between the proverbial rock and a hard place - he could admit responsibility for the U-2 flight, and likely ruin any chances for détente at the Paris Summit, or he could continue to deny knowledge and indicate that he did not control his own administration.

Soviet Premier Nikita Khrushchev was delighted by the American's cover story. He planned a political trap for Eisenhower.

Khrushchev released information to the world that an

American spy plane had been shot down over Soviet territory. He made no mention of the fact that the pilot was alive and had been captured.

With the information that Khrushchev released, the Americans believed that they would be able to continue with their cover story that the crashed plane was a weather research aircraft and not a military spy plane. The cover-up said that the pilot of the U-2 weather plane had radioed in that he was experiencing oxygen difficulties while flying over Turkey.

From there they claimed that the plane could have continued on its path because of autopilot, and that this could be the plane that crashed in the Soviet Union.

The final attempt to make the cover story seem as real as possible was the grounding of all U-2 planes for mandatory inspection of oxygen systems in order to make sure that no other "weather missions" would have the same result as the one that was lost and possibly crashed in the Soviet Union.

On 7 May, Khrushchev sprang his trap. "I must tell you a secret," he announced. "When I made my first report I deliberately did not say that the pilot was alive and well ... and now just look how many silly things the Americans have said."

It soon became obvious that not only was Francis Gary Powers alive and well, but that he had revealed the full details of his mission to the Soviets.

Also, because of the release of some photographs of the plane, there was evidence that most of the covert U-2 technol-



WORLD LEADERS: US President Dwight D. Eisenhower and Soviet Premier Nikita Khrushchev. The Soviet Premier used the U-2 spy plane incident to embarrass the US President.

ogies had survived the crash. Powers?

From this Khrushchev was able to openly embarrass the Eisenhower administration by exposing the attempted cover-up.

Yet despite Khrushchev's political trap, the Soviet leader was a shrewd politician. He allowed Eisenhower a way out to save face, possibly to salvage the peace summit to some degree.

Khrushchev said that he did not lay the blame for the U-2 incident on Eisenhower himself, but rather on the CIA and its head Allen Dulles.

Khrushchev said that anyone wish to understand the U-2s mission should "seek a reply from Allen Dulles, at whose instructions the American aircraft flew over the Soviet Union."

On 9 May, the Soviet premier told US ambassador Thompson that he "could not help but suspect that someone had launched this operation with the deliberate intent of spoiling the summit meeting."

Francis Gary Powers

And what of the fate of the CIA pilot, Captain Francis Gary

On 19 August 1960, Powers was tried and convicted of espionage. This was considered a serious crime covered by Article 2 of the Soviet Union's law 'On Criminality Responsibility for State Crimes'.

He was sentenced to 10 years confinement. Three years of his sentence were to be served in a prison, while the remaining seven years would be in a labour camp.

He was held in Vladimir Central Prison, about 240 km east of Moscow, in building number 2 from 9 September 1960 until 8 February 1962.

On 10 February 1962, Powers was exchanged, along with American student Frederic Pryor, in a well-publicized spy swap at the Glienicke Bridge in Berlin. The exchange was for Soviet KGB Colonel Viyalyam Fisher, known as "Rudolf Abel", who had been caught by the FBI and tried and jailed for espionage. When released, Powers' total time in captivity was 1 year, 9 months and 10 days.

Powers initially received a

cold reception on his return home. He was criticized for having failed to activate his aircraft's self-destruct charge to destroy the camera, photographic film, and related classified parts of his aircraft before his capture. He was also criticized for not using an optional CIA-issued "suicide pill" to kill himself.

In 2010, CIA documents were released indicating that American officials did not believe Powers' account of the incident at the time, because it was contradicted by a classified National Security Agency (NSA) report which alleged that the U-2 had descended from 20 to 10 km before changing course and disappearing from radar. However, newly released declassified CIA documents confirm the accuracy of Powers' report. The NSA report remains classified.

Powers received the CIA's Intelligence Star in 1965 after his return from the Soviet Union. Powers was originally scheduled to receive it in 1963 along with other pilots involved in the CIA's U-2 program, but the award was postponed for political reasons.

Powers worked for Lockheed as a test pilot from 1962 to 1970, though the CIA paid his salary. In 1970, he published *Operation Overflight*. Lockheed fired him, because "the book's publication had ruffled some feathers at Langley." Powers became a helicopter traffic pilot reporter for KNBC News Channel 4.

On August 1, 1977, while conducting a traffic report over Los Angeles, his helicopter crashed, killing him and George Spears, his cameraman.

Rank Structure - US Military

Over the next few months we will be running a series of articles looking at the rank structure of various armed forces. This month we look at the United States Military.

The United States military is divided up into five branches.

The US Army was founded on 14 June,1775. It consists of the following branches.

- Acquisition Corps
- Adjutant General’s Corps
- Air Defense Artillery
- Armour (includes Cavalry)
- Aviation
- Chaplain Corps
- Chemical Corps
- Civil Affairs Corps
- Dental Corps
- Corps of Engineers
- Electronic Warfare
- Field Artillery
- Finance Corps
- Infantry
- Judge Advocate General’s Corps
- Logistics
- Medical Corps
- Military Intelligence Corps
- Military Police Corps
- Medical Service Corps
- Medical Specialist Corps

- Army Nurse Corps
- Ordnance Corps
- Psychological Operations
- Public Affairs
- Quartermaster Corps
- Signal Corps
- Special Forces
- Transportation Corps
- Veterinary Corps

The United States Navy was formed on 13 October 1775. There are nine components in the operating forces of the U.S. Navy: the United States Fleet Forces Command (formerly United States Atlantic Fleet), United States Pacific Fleet, United States Naval Forces Central Command, United States Naval Forces Europe, Naval Network Warfare Command, Navy Reserve, United States Naval Special Warfare Command, Operational Test and Evaluation Force, and Military Sealift Command. Fleet Forces Command controls a number of unique capabilities, including Military Sealift Com-

mand, Naval Expeditionary Combat Command, and Navy Cyber Forces.

Initially established as a part of the United States Army on 1 August 1907, the US Air Force was formed as a separate branch of the US Armed Forces on 18 September 1947.

The history of the United States Marine Corps began when two battalions of Continental Marines were formed on 10 November 1775 in Philadelphia as a service branch of infantry troops capable of fighting on both at sea and on shore.

The United States Coast Guard was created by Congress on 4 August 1790. It operates under the U.S. Department of Homeland Security during peacetime, and can be transferred to the U.S. Department of the Navy by the U.S. President at any time, or by the U.S. Congress during times of war.



US Army

Non-commissioned Officers (NCO)

Private E2	Private First Class	Specialist	Corporal	Sergeant	Staff Sergeant

Sergeant First Class	Master Sergeant	First Sergeant	Sergeant Major	Command Sergeant Major	Sergeant Major of the Army

Officers

First Lieutenant	Lieutenant	Captain	Major	Lieutenant Colonel	Colonel
Brigadier General	Major General	Lieutenant General	General	General of the Army	General of the Armies



US Navy

Non-commissioned Officers (NCO)

Seaman Apprentice	Fireman Apprentice	Airman Apprentice	Constructionman Apprentice
Seaman	Fireman	Airman	Constructionman



Petty Officer
Third Class



Petty Officer
Second Class



Petty Officer
First Class



Chief
Petty Officer



Senior Chief
Petty Officer



Master Chief
Petty Officer



Command Senior
Chief Petty Officer



Command Master
Chief Petty Officer



Fleet/force Master
Chief Petty Officer



Master Chief Petty
Officer of the Navy

* The Chief of the Boat (COB) is an enlisted sailor on board a US Navy submarine who serves as the senior enlisted advisor to the commanding officer and executive officer.

Warrant Officers



Chief Warrant
Officer 2nd Class



Chief Warrant
Officer 3rd Class



Chief Warrant
Officer 4th Class



Chief Warrant
Officer 5th Class

Officers



Ensign



Lieutenant
Junior Grade



Lieutenant



Lieutenant
Commander



Commander



Captain



Rear Admiral
Lower Half



Rear Admiral



Vice Admiral



Admiral



Fleet
Admiral



Admiral of
the Navy



US Air Force

Non-commissioned Officers (NCO)



Airman



Airman
First Class



Senior
Airman



Staff
Sergeant



Technical
Sergeant



Master
Sergeant



Senior Master
Sergeant



Chief Master
Sergeant



Command Chief
Master Sergeant



Chief Master
Sergeant of the
Air Force

Officers



First
Lieutenant



Lieutenant



Captain



Major



Lieutenant
Colonel



Colonel



Brigadier
General



Major
General



Lieutenant
General



General



General
of the
Air Force



US Marine Corps

Non-commissioned Officers (NCO)



Private
First Class



Lance
Corporal



Corporal



Sergeant



Staff
Sergeant



Gunnery
Sergeant



Master
Sergeant



First
Sergeant



Master Gunnery
Sergeant



Sergeant
Major



Sergeant Major
of the
Marines Corps

Warrant Officers



Warrant
Officer 1



Warrant
Officer 2



Warrant
Officer 3



Warrant
Officer 4



Warrant
Officer 5

Officers



First
Lieutenant



Lieutenant



Captain



Major



Lieutenant
Colonel



Colonel



Brigadier
General



Major
General



Lieutenant
General



General



General
of the
Marine Corps



US Coast Guard

Non-commissioned Officers (NCO)



Seaman
Recruit



Seaman
Apprentice



Fireman
Apprentice



Airman
Apprentice



Seaman



Fireman



Airman



Petty Officer
Third Class



Petty Officer
Second Class



Petty Officer
First Class



Chief
Petty Officer



Senior Chief
Petty Officer



Master Chief
Petty Officer



Command Master
Chief Petty Officer



Gold Badge Master
Chief Petty Officer



Master Chief Petty
Officer of the
Coast Guard

Warrant Officers



Chief Warrant
Officer 2



Chief Warrant
Officer 3



Chief Warrant
Officer 4

Officers



Ensign



Lieutenant
Junior Grade



Lieutenant



Lieutenant
Commander



Commander



Captain



Rear Admiral
Lower Half



Read Admiral



Vice
Admiral



Admiral



Chief of the US Army
General Mark A. Milley



Chief of the US Navy
Admiral John M. Richardson



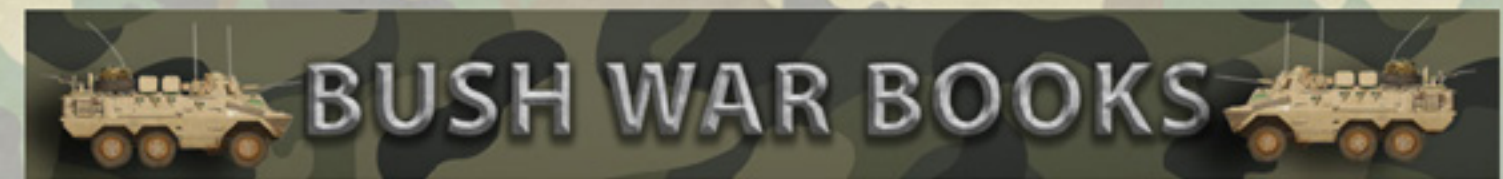
Chief of the US Air Force
General David Lee Goldfein



Commandant of the US Marine
Corp General Robert B. Neller



Commandant of the US Coast Guard
Admiral Paul F. Zukunft



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“War does not determine who is right - only who is left”

The Phantom B-17

In any major war there are always strange, unusual and sometimes unexplainable events that transpire. Most are quickly forgotten by history. Yet some are well documented, such as this one.

The date was 23 November, 1944. At a Royal Air Force airfield near Cortonburg in Belgium an anti-aircraft crew watched as an American Army Air Corps B-17 bomber approached the field.

The four-engine heavy bomber was so large and heavily armed that it was nicknamed the "Flying Fortress".

Although there were no landings scheduled for that day, the landing gear of the B-17 was down and it was coming in rather fast. The gun crew assumed that it was attempting to make an emergency landing.

The gun crew braced themselves as the massive aircraft came hurtling in towards a nearby open, plowed field.

During the landing one wing tip dug into the ground, causing the plane to come to a bouncing stop about 27 metres from one of the gunnery positions.

One of the propellers crumpled and stopped, while the other three kept working.

The plane sat there, yet no-one emerged. About 20 minutes later John V. Crisp, an RAF officer arrived at the scene.

He entered the plane and apprehensively looked around. It soon became obvious to Crisp that there was no-one on board. There were, however, signs of recent occupation. After some trial and error, Crisp managed to shut the three engines down.

"I then went to the navigator's station," Crisp later wrote in his report. "The bomber's log was

lying open on the navigator's desk and written in the log were these last words - *Bad Flak*."

"During our search of the fuselage we found parachutes neatly wrapped, about twelve of them, and ready to clip on."

This only compounded the mystery and made the whereabouts of the crew even more inexplicable.

In the Perspex nose of the B-17, the Sperry bombsight remained totally intact, with its cover sitting neatly beside it.

Also on the navigator's desk was the daily code book. This provided the crew with identifying colours and letters of the day for communication purposes. In the fuselage there were several flying jackets with their distinctive fur collars, together with a few chocolate bars, partially eaten in some instances.

An inspection of the exterior of the aircraft showed no evidence of damage apart from what it had incurred in its rough landing, such as the buckled wing and one disabled engine.

The US 8th Air Force Service Command, headquartered in Belgium, sent a crew of service personnel to investigate.

On checking the bomber's serial number, they discovered that the B-17 belonged to the US 91st Bomber Group stationed in England. What was even more surprising was their discovery that the crew was already back at their base in England, all safe and sound.

The B-17 had been on a mis-

sion to the Merseburg oil targets, including the Leuna oil refinery.

The story told by the pilot and crew of the B-17 was intriguing. Their trouble started shortly before they reached their target.

The B-17 began to lose height and was unable to remain at the same altitude as the rest of the bomber formation. In addition, the bomb racks were malfunctioning.

The B-17 took a direct hit that knocked out #3 engine and another hit to the centre of the plane that caused a tremendous flash of light.

"We took a direct hit in the bomb bay," pilot Harold D. DeBolt said, "and for the life of me, I don't know why the bombs didn't blow up."

With one propeller twisted and bad weather approaching, DeBolt set a course back to their base in East Anglia, England.

When he realised that the B-17 was not going to make it home, he set a course for Brussels in Belgium.

He ordered the crew to begin ditching all loose equipment and supplies to lighten the weight of the aircraft.

It was at this time that the #2 engine stopped and the B-17 was now flying on only two engines. DeBolt ordered the crew to bail out. He put the plane on auto pilot and then he also bailed out.

The B-17 crew all landed safely and, it appeared, so did their aircraft. They theory put



FLYING FORTRESS: The four-engine American B-17 bomber.

forward by DeBolt and his crew was that the engine trouble had cleared up once they had jumped. The plane, flying on three engines, had then slowly lost height until it came down.

This was all very interesting information, but it still did nothing to explain some of the odd details.

First of all, why did the gun crew report that all four engines were working when the bomber had approached. They reported that one engine had been damaged during the landing.

If the #2 engine had been hit by enemy anti aircraft fire there was little chance of it suddenly starting up again later.

The gun crew also reported that they had seen no damage to the bomber when it made its approach. When John V. Crisp examined the plane later, he also reported that the exterior had no damage apart from the crumpled wing which had been caused during the landing.

Another puzzling fact was the parachutes. The B-17 carried a crew of 10 - pilot, co-pilot, navigator, bombardier/nose gunner, flight engineer/top turret gunner, radio operator, ball turret

gunner, tail gunner, and two waist gunners. If they had all bailed out, why were there still 10 to 12 parachutes on board?

The gun crew had also reported that when the plane approached the landing gear was down. This fact was confirmed by John V. Crisp. In fact the landing gear had remained intact on landing. So who exactly lowered the landing gear?

Perhaps the biggest mystery was how the B-17 could have come to a landing mostly intact, without a pilot. Sure, it could fly straight and level on autopilot, but landing is something very different.

A pilotless B-17 landing by itself with no one on board was totally unprecedented, and one would expect it to have careened into the ground to crash into a ball of fire and debris, or at least ended up a heap of twisted wreckage, so how could this happen?

As far as the parachutes went, DeBolt surmised that John V. Crisp had possibly mistaken some spare parachutes as the full compliment.

With regards to the lack of any apparent visible damage

from enemy fire, it has been suggested that this could have just been simply due to the untrained eyes of the team that initially investigated the plane after it had landed.

They were after all a gunner crew, not trained aviators, and may have mistaken the damage reported by the B-17 crew as being from the crash. They simply might not have noticed that the aircraft had sustained battle damage, but then again they were anti-aircraft gunners and might have had some idea.

DeBolt could give no explanation as to how the landing gear had been lowered.

Maybe the two engines had cleared and restarted. Maybe John V. Crisp and the gun crew had been mistaken about the battle damage to the bomber. Maybe Crisp had thought that there were more parachute than there actually were. Maybe some malfunction had lowered the landing gear and locked it in place.

Maybe the bomber had lost height at exactly the right angle, allowing it to come in for a fairly smooth landing. And maybe, through pure blind chance, the bomber had come down right next to an airfield.

Yet it somehow feels that there are more questions than answers.

The Phantom Fortress is one of those wartime events which is sort of lost to history and faded from memory amongst the larger picture of the war, and shows that among all of the fighting and violence there are plenty of largely forgotten pieces of weirdness underlying these conflicts.

South African Gunners Remembered

Parade remembers those Gunners that made the ultimate sacrifice. By Lt Cdr Glenn von Zeil.
Photographs by Reggie Lord.

The Cape Town Company Gardens echoed with the sound of four 25 pounder guns on Sunday, 11 March 2018 in remembrance of all fallen South African Gunners.

Cape Garrison Artillery (GCA) provided a smartly turned out guard of honour and sentries, Cape Field Artillery (CFA) the 25 pounders and gunners whilst the South African Army band ensured that there was musical accompaniment.

Honorary Gunner and Deputy Mayor Ian Nielsen paid tribute to those South African Gunners who had fallen, especially those who had passed away in the last year. Padre Gunner Tony

Bethke led the religious service.

The parade was also attended by World War 2 veteran Signals Sgt Syd Ireland, the only active WW2 veteran active in the Cape Town area.

Syd saw service in East and North Africa as a wireless operator and witnessed the battle of El Alemain. He, together with Major Charles Holloway (recently deceased aged 99) and Signaller Eddie Mills formed in 1946 an Association which met annually and lasted 70 years. Thereafter this tradition was passed onto 71 Signals Unit in Cape Town.

Three young Sea Cadets from TS Woltemade attended the pa-

rade to represent the youth and assisted in laying wreath on behalf of the Unities Association.

All three are Leading Seamen on a Petty Officers promotion course who were being exposed to their civic duties. Their presence and active participation brought forth many favourable comments, especially from former Sea Cadets who had attended the same unit.

Besides the four 25 pounder (G1) guns a 35mm twin barrelled anti-aircraft gun was on display to the guests and public. These occasions are an opportunity to market the SANDF to the public and especially the youth.



VIPs: Left to Right: Gunners Association Gunner Kevin Ashton, nonagenarian Gunner Ian Campbell, Deputy Mayor Ian Nielsen, Major Marlon Goetham Officer Commanding Cape Garrison Artillery, Air Defence Chief of Staff Patrick Makgosi.



AA GUN: Cape Garrison Artillery gunner instructs TS Woltemade Sea Cadets on 35 mm twin barrelled anti-aircraft gun in Cape Town Company Gardens during the annual Gunners Memorial service.

OPPOSITE: Left to Right: Leading Seaman Herwel, Leading Seaman Herwel, Signaller Sgt Syd Ireland, his daughter, Leading Seaman Pongwana.

During World War II Sgt Syd Ireland was a member of 3rd Brigade Signals Unit. After the war Major Charles Holloway, Smn Eddie Mills and Syd formed the 3rd Brigade Signals Unit Reunion Association. Along with their fellow members they meet every year for the next 70 years. In 2016 the last three remaining members handed over the tradition to the newly-formed Signals Association under Lt Col Robbie Roberts.



GUNNERS AND DUKES: Left to right: Padre Gunner Tony Bethke, Leading Seaman Pietersen, Brigadier General Gunner John del Monte, Major Steve Brimacombe (Cape Town Rifles/Dukes), Capt John Manning (Cape Town Rifles/Dukes), Leading Seaman Herwel, Leading Seaman Pongwana.



ADMIRAL: Left to Right: Leading Seaman Herwel, Rear Admiral (JG) Solly Pietersen, Leading Seaman Pongwana, Leading Seaman Herwel.



VIPs: Cape Garrison Artillery sentries surround the Gunners memorial in the Cape Town Gardens during the firing of the 25 pounder guns. It's clear that the resident pigeons did not appreciate the noise of the guns.

More Hollywood Hogwash

Guns that never need to be reloaded; bulletproof vests that will stop anything; bullets that cause everything to explode. Ajith Subramoney looks at just how wrong the movies can be.

The production costs of some movies are scary. They spend millions of dollars in an attempt to make the movie as realistic and true to life as possible.

Then they go and ruin it by making stupid mistakes. Mistakes that with just a bit of research could be avoided.

Nearly every action or war movie will involve firearms of some kind. And this is where they often get it wrong. And I watch a lot of movies.

A few years ago I was crossing the road on the way to school when a car jumped the red light. It hit me and as a result I lost both my legs. So I can't play sport and spend a lot of time reading and watching movies.

So I get really irritated with

so-called "realistic" movies that make so many stupid mistakes.

Here are some classic blunders that Hollywood gets wrong more often than not.

The exploding bullet theory

The villain in the movie is busy escaping in a car. No problem. The hero takes out his pistol, takes careful aim at the speeding car, and fires a shot into the petrol tank. The car explodes in a ball of flame and the villain is burnt to a crisp.

A good ending to an exciting movie. With one small problem - it will never happen.

If cars exploded because something ruptured the fuel tank car manufacturers would be up to their ears in lawsuits. In most accidents it would mean that the cars would explode. It's not the type of selling point that will want to make you rush out and buy one of their cars.

The bulletproof vest

The hero in the movie is ambushed and the villain empties an entire magazine of bullets from an AK-47 into his chest before running away.

Seconds later the hero gets to his feet and opens his shirt to reveal a bulletproof vest that now has 30 7.62 mm bullets stuck into it. It's not going to happen in real life.

The type of protection that is worn under clothing is a vest made from a material called Kevlar. It will stop a knife or small pieces of shrapnel penetrating, but will not stop most handguns from close range.

In order to stop a handgun, trauma plates, usually made from ceramic material, have to be inserted into the front and back of the vest. This makes it bulky and it has to be worn over the clothing. It also makes it heavy (about 15 kg).

Many soldiers wear full military body armour, which has a higher chance of stopping a rifle bullet.

One shot - kill anything

Armed only with a pistol, our hero is being chased through the desert by an army of villains.

Using just his pistol, he's already killed half of them. But now they have a helicopter after him. Down to his last bullet, our hero takes aim, fires and by some miracle he hits the helicopter in just the right spot to



destroy the engine or the rotor. The helicopter crashes in a ball of fire and our hero makes his escape.

I was once lucky enough to speak to a pilot that actually flew helicopters in the South African Border War. He told me that on more than one occasion his helicopter had been hit numerous times by ground fire and never once did it cause his helicopter to crash or explode in a ball of fire.

The silent silencer

The hero is sneaking into the enemies building. To succeed he has to enter without making a sound. Suddenly he is confronted by an armed guard.

Before the guard can shout our hero fires two shots from his 9 mm pistol fitted with a silencer. The pistol makes two soft *phut* sounds and the guard falls down dead. Enemies standing a few metres away don't even hear the shots.

Sounds great except for one small problem - it doesn't work that way. Exploding gunpowder is loud. Very loud in fact.

An unsilenced gunshot is around 140 to 160 decibels - that's in the range where hearing it once can permanently damage your ears. A silencer will reduce that to around 120 or 130 decibels.

So what's the point of using

a silencer in the first place? Well in an outdoor or noisy environment a silencer makes it difficult to tell where the shot is coming from or how far away it is.

Time travel

I once saw a movie that was set during World War Two. The Germans were attacking an American position with tanks. The German tanks were supposed to be Panzer Mk IV tanks.

The problem was that the Germans were using American M60 Patton tanks. And this wasn't even the biggest fault.

The M60 Patton tank was only developed in 1960 - 15 years after World War Two ended.

The magic gun

Our hero is trapped. 150 armed villains are coming for him, all of them armed to the teeth.

Our hero is armed only with a 9 mm HK MP5 sub-machine gun. Firing on full automatic he begins to take down the enemy with accurate bursts that decimate their number. Yet even though the MP5 holds only 30 bullets, he never has to reload once.

You see it in so many movies. The cowboy that fires 25 shots from a six-shooter revolver. The cop who fires 30 bullets from a pistol that only holds 15 rounds.

The MP5, for example, has a rate of fire of 800 rounds per minute. This means that on full

automatic fire the 30-round magazine would be empty in just under three seconds.

Most soldiers carry an assault rifle into battle. They also carry about 210 rounds of ammunition. Assault rifles have a rate of fire of about 700 rounds per minute. So on full automatic they would have used their rounds up in about four seconds. Which is why soldiers will hardly ever fire on full automatic.

The other type of magic gun in the movies is those with absolutely no recoil. I've seen more than one movie where the hero has a M60 machine gun tucked under each arm and is busy cutting down the enemy.

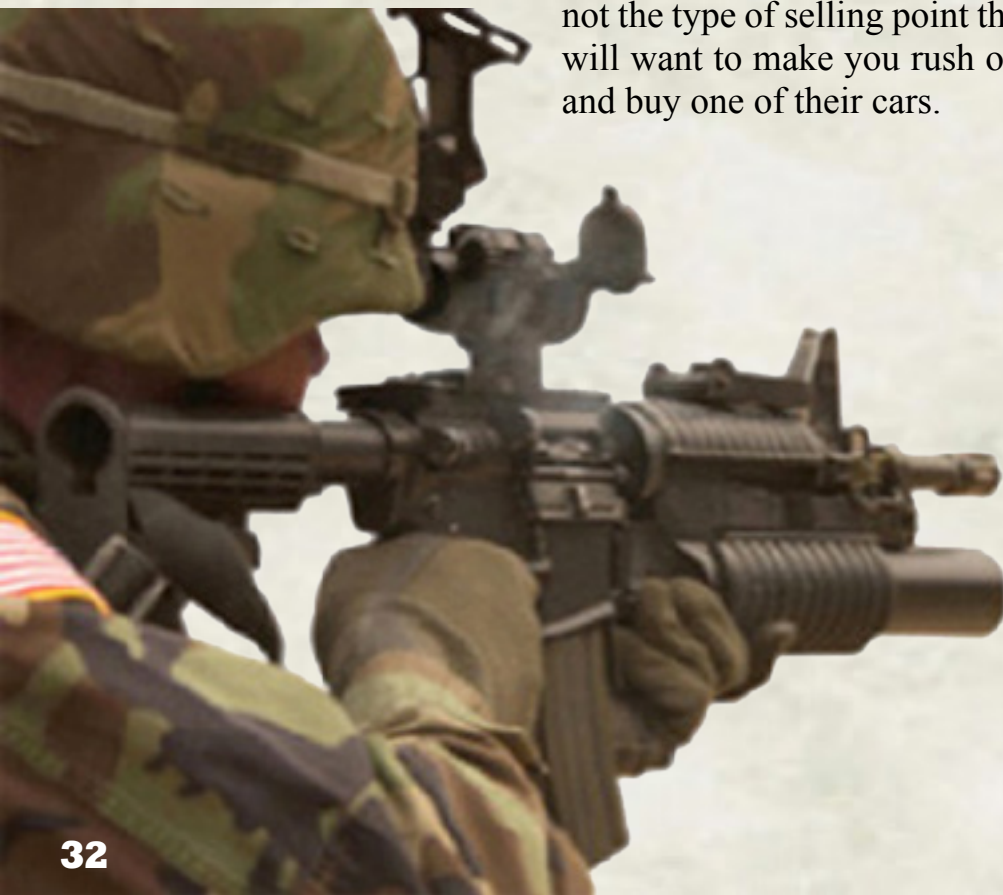
First of all the M60 is a crew-served weapon that is operated with either two or three people. It weighs 10.5 kg and has a fierce recoil. It takes a large, powerful individual to control the weapon while firing in a standing position.

Even better was the movie where the hero was running with an M2 Browning and firing it from the hip. This weapon is known as a heavy machine gun. It fires 12.7 mm rounds and the gun weighs 38 kg. Try firing it from the hip and you're going to go flying. It is normally mounted on a tripod.

Super hand grenades

We've seen in time and time again. The hero throws a grenade into a building, there is a massive ball of flame, and the building is demolished, killing everyone inside.

The hero throws a grenade through the open hatch of a tank. A few seconds later there



is a huge explosion and the tank is blown to pieces.

The hero throws a grenade into a group of enemy soldiers. Once again there is an explosion, a fire ball, and the soldiers go flying 10 metres into the air.

While this is all very dramatic, it is also absolute hogwash.

Anyone that knows anything about weapons will know that a hand grenade is made up of a number of parts. There is the pin, the handle, the firing pin, a fuse and detonator, a small amount of explosives, and the outer casing.

The pin basically keeps the handle in place. Once the pin is pulled and the grenade is dropped or thrown, the handle flies off. This releases the firing pin which strikes a plate and causes a spark. This ignites the fuse which will then trigger the detonator which then sets off the explosives. The resulting explosion will burst the outer casing, causing shrapnel.

It is this flying shrapnel that will cause casualties, not the explosion, which is relatively small. And, by the way, there is no huge ball of flame.

Everyone dies

The epic battle is over. Dazed and shell shocked survivors wander around the battlefield, surveying the carnage. Every last one of the enemy is dead or dying. While it did happen on occasions, these were rather rare. You'd actually be hard-pressed to find a complete battlefield massacre.

The Battle of Verdun during World War I is considered to be one of the deadliest battles in human history. Yet most of



BIG BANG: No, this is not a hand grenade exploding. It was actually the detonation of an unexploded World War II 500lb bomb that was discovered outside London recently.

those that took part in the battle survived.

The casualty rate for Verdun was about 40%. Of the 2,4 million soldiers that took part in the battle, 976,000 of them became casualties. Of those, 305,000 were killed.

During the American Civil War there were an estimated 1,5 million casualties, with 620,000 dead. At the Battle of Gettysburg only about 6% of the losing Confederate Army was killed on the battlefield.

All dressed up

Hollywood can often get it wrong when it comes to war movies.

Soldiers are wearing uniforms and carrying weapons that were not even invented during the period that the film is depicting.

Often a movie about a particular battle or military campaign will leave out large chunks

of what really happened. Or change the real events to suit the movie. Look, I know it's a movie, but then don't try to promote it as being "historically accurate". Rather say that it is "based on real events".

I love action movies, but I wish they would get it right every now and again. After all it's not that difficult to do a bit of research.

Hey, here's a crazy idea. Why not spend a little money and hire a military veteran? After all, they should know something about the subject matter.

They will probably know a little bit about the uniforms worn at the time, the terminology used, what weapons were used and what they could or could not do, and many other little details that could turn a good movie into a great movie.

If the cap fits...

They say "if the cap fits, wear it." This month we show you various headgear and you tell us what it is and where and when it's from. Answers on page 57.



Operation Market Garden

Arnhem

WO1 Paul J. Els was in Arnhem on the 15th and 16 February and he visited the well known bridge of which so much is written about.

After the German invasion in 1940 Arnhem was also occupied and the German influence became tangible. Arnhem was spared the direct force of war until the Battle of Arnhem erupted.

The Rhine Bridge was of major strategic importance. When the German troops invaded the Netherlands in 1940 the Dutch army blew up the bridge in defence. The Rhine Bridge was repaired and during Operation Market Garden it was of essential strategic importance to both sides.

On 17 September 1944 Operation Market Garden started. Various allied airborne divisions had the objective of occupying bridges in the Netherlands until the allied ground troops arrived. The Arnhem Rhine Bridge was the main objective for the BRITISH 1ST Airborne Division and the final link in Market Garden: Arnhem was the gateway to Germany.

Market Garden (17–25 September 1944) is seen as an unsuccessful Allied military operation, fought in the Netherlands and Germany in the Second World War. Airborne and land forces succeeded in the liberation of the Dutch cities of Eindhoven and Nijmegen, but failed in keeping their further positions in and around the city of Arnhem with its strategically important bridge over the river

Rhine.

The operation included two sub-operations: an airborne assault to seize key bridges (Market) and a ground attack (Garden). The attack was the largest airborne operation up to that point in World War II.

Field Marshal Montgomery's strategic goal was to encircle the heart of German industry, the Ruhr, in a pincer movement. The northern end of the pincer would circumvent the northern end of the Siegfried Line, giving easier access into Germany. The aim of Operation Market Garden was to establish the northern end of a pincer ready to project deeper into Germany. Allied forces would project north from Belgium, 60 miles (97 km) through the Netherlands, across the Rhine and consolidate north of Arnhem on the Dutch/German border, ready to close the pincer.

The operation made massed use of airborne forces, whose tactical objectives were to secure the bridges and allow a rapid advance by armoured ground units to consolidate north of Arnhem. The operation required the seizure of the bridges across the Maas, two arms of the Rhine (the Waal and the Lower Rhine), together with crossings over several smaller canals and tributaries.

The Allies captured several bridges between Eindhoven

and Nijmegen at the beginning of the operation. Lieutenant-General Brian Horrocks' XXX Corps ground force advance was delayed by the initial failure of the airborne units to secure bridges at Son and Nijmegen. German forces demolished the bridge over the Wilhelmina Canal at Son before it could be secured by the 101st Airborne Division. The 82nd Airborne Division's failure to capture the main road bridge over the river Waal at Nijmegen before 20 September also delayed the advance of XXX Corps.

At the furthest point of the airborne operation at Arnhem, the British 1st Airborne Division encountered initial strong resistance. The delays in capturing the bridges at Son and Nijmegen gave time for German forces—including the 9th and 10th SS Panzer divisions, who were present at that time—to organize and retaliate. In the ensuing battle, only a small force managed to capture the north end of the Arnhem road bridge and after the ground forces failed to relieve them, the paratroopers were overrun on 21 September. The remainder of the 1st Airborne Division was trapped in a small pocket west of the bridge, having to be evacuated on the 25th of September.

The Allies had failed to cross the Rhine. The river remained



PAYING RESPECT: Paul J. Els salutes the bridge at Arnhem on behalf of all South African Parabats and for the members of the SADFA.

a barrier to their advance into Germany until offensives at Remagen, Oppenheim, Rees and Wesel in March 1945.

The failure of Market Garden to form a foothold over the Rhine ended Allied expectations of finishing the war by Christmas 1944.

Victoria Cross

A total of five Victoria Crosses were awarded during Operation Market Garden. On 19 September, RAF Douglas Dakota Mk. III, of 271 Squadron, RAF Down Ampney, Gloucester, piloted by F/Lt. David Lord, was hit by anti-aircraft fire in the starboard engine while on a supply sortie to Arnhem. Fire spread over the starboard wing, as Lord spent ten minutes making two passes over very small drop zones (which, unknown to the crew, had been overrun by German forces) to drop eight ammunition panniers. Just after the last pannier was dropped,

the fuel tank exploded, tore off the wing and only the navigator F/O Harry King escaped. He was made POW the following morning, spending the rest of the war in Stalag Luft I at Barth. Lord, the second pilot P/O R. E. H. "Dickie" Medhurst (son of Air Chief Marshal Sir Charles Medhurst), the wireless operator F/O Alec Ballantyne and air dispatchers Cpl. P. Nixon, Dvr. A. Rowbotham, Dvr. J. Ricketts and Dvr. L. Harper of 223 Company RASC, were killed. Following the release of King from prison camp, full details of the action became known and Lord received a posthumous Victoria Cross on 13 November 1945, the only VC awarded to any member of Transport Command during the Second World War. In May 1949, the Dutch Government awarded Harry King the Netherlands Bronze Cross.

From 17 to 20 September, John Hollington Grayburn of

the 2nd Parachute Battalion led his men with supreme gallantry and determination. Although in pain and weakened by his wounds, short of food and without sleep, his courage never flagged. There is no doubt that, had it not been for this officer's inspiring leadership and personal bravery, the Arnhem bridge could never have been held for this time. John Grayburn's posthumous award of the Victoria Cross was accompanied by a posthumous promotion to Captain.

Also on 19 September, Captain Lionel Queripel of the 10th Parachute Battalion, though injured in the face and both arms, personally remained as a solitary rear guard after ordering his men to withdraw, over their protests. He was awarded a posthumous Victoria Cross.

On 20 September, Lance Sergeant John Baskeyfield's "superb gallantry [was] beyond praise. During the remaining

days at Arnhem stories of his valour were a constant inspiration to all ranks. He spurned danger, ignored pain and, by his supreme fighting spirit, infected all who witnessed his conduct with the same aggressiveness and dogged devotion to duty which characterised his actions throughout. Sergeant Baskeyfield, a member of the 2nd Battalion, South Staffordshire Regiment, posthumously received his Victoria Cross.

On 25 September, Major Robert Henry Cain also of the 2nd Battalion, South Staffordshire Regiment, “showed superb gallantry. His powers of endurance and leadership were the admiration of all his fellow officers and stories of his valour were being constantly exchanged amongst the troops. His coolness and courage under incessant fire could not be surpassed.” Major Cain was the only Victoria Cross recipient to survive the battle.

Market Garden casualties

In his book *Sons of the Reich II SS Panzer Corps*, Michael Reynolds lists the following casualties:

Airborne element British 1st Airborne

- 1,446 Dead (including 229 glider pilots).
- 6,414 wounded & POW.



TRIBUTE: This cannon is found facing the bridge. The plate (right) is mounted on the cannon and bears the words:

13th PARA FIELD AMBULANCE
A stone with a badge, a name, a date burned here,
brother, friend and mate they fought their battles to free
us all till the bugle sounded their last call.

Polish Independent Brigade

- 215 dead.
- 790 wounded.
- 427 missing.

US 101st Airborne

- 315 dead.
- 1,248 wounded.
- 547 missing, plus 122 US Glider pilots, of which 12 were killed.

XXX Corps Land Element

- 1,480 casualties.

VII & XII Corps

- 3,847 casualties between

them.

German losses

- Approximately 6,400 casualties. Some 2,586 lost north of the lower Rhine, including 1,240 from the Hohenstaufen, whilst some 3,750 men were lost by the Germans fighting around the XXX Corps corridor, which includes 750 from Frundsberg.



Winterhope 2018



Mutual Help Project

DATE: FRIDAY 01 JUNE 2018
PLACE: TOMMY RENDLE VC SHELLHOLE, KOEBERG ROAD, RUGBY
TIME: 19H00
ENTRANCE FEE: OLD CLOTHES, BLANKETS ETC

Come open your hearts and cupboards. Please donate old clothes, tinned food, blankets – anything that will keep somebody in need, warm this coming winter.

You will receive a complimentary sherry (for the cold) at the door. Homemade soup and bread will be available for R10.00 per cup. Cash Bar will be open.

Hope to see you there

World War I Fighter Aces

Historically a fighter ace, is someone that has shot down five or more enemies in combat. Some air forces would credit a pilot with a share in a kill. In other words if two planes shot down the same enemy aircraft, each pilot

would receive half a kill.

In this article we will be looking at the top fighter aces of World War I. We have, however, decided to up the ante. Instead of looking at aces that scored five kills, we are instead looking at aces that had 20 or

more kills.

We will be looking at the top five aces from each country, their number of confirmed kills, the total number of aces with 20 or more kills, and the number of those aces that were killed in action.

World War I

Germany

Before October 1916 the *Fliegertruppen des deutschen Kaiserreiches* (Imperial German Flying Corps) was the air arm of the German Army. In October 1916 this name changed to the *Deutsche Luftstreitkräfte* (German Air Force).

Germany had 74 aces with more than 20 kills, the most of any country in World War I. Of these 22 were killed in action. The top five German aces of World War I were:

- Manfred von Richthofen (80 kills). He was the top ace of World War I and was nick-

named 'The Red Baron'. He was killed in action on 21 April 1918.

- Ernst Udet (62 kills). He survived the war and went on to become a general in the German Luftwaffe in World War II. He committed suicide on 17 November 1941.
- Erich Löwenhardt (54 kills). He was killed in action on 10 August 1918.
- Joseph Jacobs (48 kills).
- Werner Voss (48 kills). He was killed in action on 23 September 1917.



Manfred von Richthofen

France



René Fonck

The French air force during World War I were known as *Aéronautique Militaire*.

The French ended the war with 14 aces with more than 20 kills. Four of these were killed in action.

The top five French aces of World War I were:

- René Fonck (75 kills). He was the top Allied ace of World War I as well as having the second highest num-

ber of kills. After the war he became the Inspector of French fighter forces from 1937 to 1939.

- Georges Guynemer (53 kills). He was killed in action on 11 September 1917.
- Charles Nungesser (43 kills). After the war he mysteriously disappeared on an attempt to make the first non-stop transatlantic flight from Paris to New York.

- Georges Madon (41 kills). He survived the war but was killed in an aircraft crash in Tunis, Tunisia on 11 No-

Canada

The Royal Flying Corps (RFC) was the air arm of the British Army before and during the First World War, until it merged with the Royal Naval Air Service on 1 April 1918 to form the Royal Air Force (RAF). As Canada was a Commonwealth country, their pilots flew for the RFC and later the RAF.

Canada had 22 aces with more than 20 kills. Three of them were killed in action.

The top five Canadian aces of World War I were:

- Billy Bishop (72 kills). He was awarded the Victo-

riam Cross. After the war, in

- Maurice Boyau (35 kills). Before the war he played six tests for the French rugby

ria Cross. After the war, in 1929, he became Chairman of British Air Lines.

- Raymond Collishaw (60 kills). During the Second World War, Collishaw attained the rank of Air Vice Marshal and was awarded a Companion of the Order of the Bath during his service.
- Donald MacLaren (54 kills). After the war he helped found the Royal Canadian Air Force.
- William George Barker (50 kills). With a VC, DSO & Bar, MC & Two Bars, he became the most decorated



Billy Bishop

serviceman in the history of Canada.

- Alfred Atkey (38 kills).

United Kingdom



Edward "Mick" Mannock

Second only to the Germans, the United Kingdom had a total of 43 aces with 20 or more kills.

It is interesting to note that

their top four aces were all killed in action. Sixteen of their aces did not survive the war.

The top five UK aces of World War I were:

- Edward Mannock (61 kills). Born in Ireland, he was given the nickname "Mick". He was awarded the VC, DSO & Two Bars, MC & Bar. He was killed in action on 16 July 1918.
- James McCudden (57 kills). Awarded the VC, DSO & Bar, MC & Bar, MM, he was killed in action on 9 July 1918.
- George McElroy (47 kills). Born in Donnybrook, County Dublin, Ireland, he first served in the Royal Irish Regiment. He was shot down by ground fire and killed on 31 July 1918.

- Albert Ball (44 kills). He was another ace that was awarded the Victoria Cross. At the time of his death on 7 May 1917 he was the United Kingdom's leading flying ace.

- Tom F. Hazell (43 kills). He was the fifth most successful British "flying ace" of the war, and the third most successful Irish-born pilot, behind Edward Mannock and George McElroy, as well the only pilot to survive the war from both groups. In 1944, at the age of 52, Hazell became the commander of "D" Company, 24th (Tettenhall) Battalion, South Staffordshire Home Guard during the later part of the Second World War.

South Africa

South African pilots in World War I flew for the Royal Flying Corps and later the Royal Air Force.

They had six pilots that achieved 20 or more kills and one of them was killed in action.

The top five South African aces of World War I were:

- Andrew Beauchamp-Proctor (54 kills). He first served as a signalman with the Duke of Edinburgh's Own Rifles in the German South-West Africa campaign. He was given an honourable discharge, but joined up again in August 1915 with the Royal Flying Corps. He was awarded the VC, DSO, MC & Bar, and DFC.
- William Lancelot Jordan (39 kills). He first served with

the Royal Naval Air Service and then the Royal Air Force.

- Samuel Kinkead (32 kills). He first saw service with the Royal Naval Air Service before moving to the Royal Air Force. He volunteered to serve with 47 Squadron after war's end, when they were sent into Russia to intercede in the Russian Civil War.
- Thomas Sinclair Harrison (22 kills). Not only did he survive the war, he returned to military service during World War II as an intelligence officer in the South African Air Force.
- Douglas John Bell (20 kills). He was one of the first fighter pilots to successfully engage an enemy multi-engine

Australia



Robert A. Little

Australian pilots flew for either the Royal Naval Air Service, Royal Air Force, or Australian Flying Corps (AFC).

This was established in 1912, but did not begin flight training until 1914.

Australia had eight pilots with 20 kills or more, three of which were killed in action.

The top five Australian aces of World War I were:

- Robert A. Little (47 kills). Australia's most successful ace of World War I, he was killed in action on 27 May 1918.
- Roderic Dallas (39 kills). He was killed in action on 1 June 1918.
- Harry Cobby (29 kills). He was the leading fighter ace of the Australian Flying Corps



**Andrew
Beauchamp-Proctor**

bomber. He was killed in action on 27 May 1918.

during World War I. At the outbreak of World War II he rejoined the air force and ended the war with the rank of Air Commodore.

- Elwyn King (26 kills). Having survived the war, he joined the Royal Australian Air Force in 1939 with the rank of squadron leader. He died unexpectedly of cerebral oedema on 28 November, aged 47.
- Alexander Pentland (23 kills). Better known as "Jerry", he saw action at Gallipoli in 1915. The following year he joined the Royal Flying Corps. He reenlisted in the Royal Australian Air Force in World War II with the rank of squadron leader.

Belgium

Belgium had only one ace with more than 20 kills during World War I.

He was Willy Coppens and he achieved 37 kills. He flew for the *Luchtcomponent* (Belgian Air Component which was founded in 1909 and is one of the world's oldest air services).

He was wounded on 14 October, less than a month before the war ended. This wound resulted in his left leg being amputated.

In September 1928, despite his disability, he parachuted from 6,005 metres, setting a world record that stood for four years.

He died on 21 December 1986 at the age of 94.



Willy Coppens

Italy



Francesco Baracca

Italian pilots flew for the *Corpo Aeronautico Militare* (Military Aviation Corps) which was formed as part of the part of the *Regio Esercito* (Royal Army) on 7 January 1915.

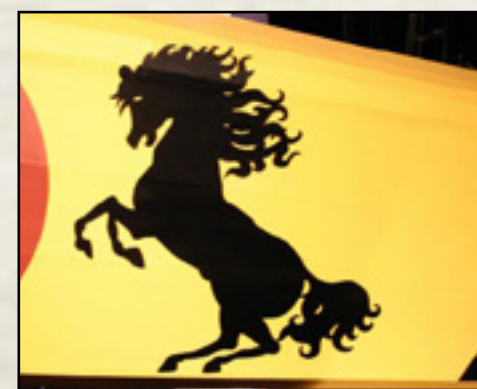
Five Italian pilots went on to achieve more than 20 kills, with their top ace being killed in action.

The top Italian aces of World War I were:

- Francesco Baracca (34 kills). He was killed in action on 19 June 1918. The emblem on ei-

ther side of his plane of a black horse prancing on its two rear feet was the inspiration behind the Ferrari logo.

- Silvio Scaroni (26 kills). He transferred from the artillery in March 1915 and joined the Military Aviation Corps. During World War II, he commanded the Italian air forces in Sicily.
- Pier Ruggero Piccio (24 kills). He would go on to become a Lieutenant General and the founding Chief of Staff of the Italian Air Force.
- Flavio Baracchini (21 kills). After the war he worked as an inventor, working in the areas of aviation communications and explosives.
- Fulco Ruffo di Calabria (20 kills). In World War II he became a senator under the fascist regime of Benito Mussolini



Baracca's emblem



Ferrari logo

Austria-Hungary

Pilots from Austria-Hungary flew for the *Kaiserliche und Königliche Luftfahrtruppen* (Imperial and Royal Aviation Troops).

They had three pilots that achieved 20 or more kills and all but one of them survived the war.

The three Austria-Hungary aces of World War I were:

- Julius Arigi (32 kills). After the war he became an ardent Nazi and, in 1928, he joined the NSDAP Party and was

involved in espionage for the Third Reich. In 1938 he became a *Luftwaffe* fighter instructor.

- Benno Fiala Ritter von Fernbrugg (28 kills). During World War II, he served in the *Luftwaffe* as a *Hauptmann* (Captain).
- Franke Linke-Crawford (27 kills). He was killed in action on 30 July 1918.



Julius Arigi

USA



Eddie Rickenbacker

America officially entered World War I on 6 April 1917.

Prior to that many American pilots flew for the *Lafayette Escadrille* (Lafayette Squadron) which was established in 1916 under French command. The volunteers had come to France to help during World War I.

The US Army Air Service was established as an indepen-

dent but temporary branch of the U.S. War Department during World War I by two executive orders of President Woodrow Wilson

Because of their late arrival in the war, only two US pilots achieved 20 or more kills.

The two American aces of World War I were:

- Eddie Rickenbacker (26 kills). He was awarded the Medal of Honor during World War I. After the war he became involved in numerous business ventures that included starting the Rickenbacker Motor Company, purchasing Indianapolis Motor Speedway, and becoming president of Eastern Air Lines. Under Rickenbacker's direction Eastern Air Lines, along with other air lines such as Pan American, provided the means of war to British forces and flew munitions and supplies across the Atlantic.

- Francis W. Gillet (20 kills). He joined the Aeronautical Division of the U.S. Signal Corps as a cadet in April 1917. On 31 May 1917 he entered the School of Military Aeronautics at the University of Illinois for preliminary flight training, but obtained an honourable discharge on the grounds of dependency on 25 July 1917. He then enlisted in the Royal Flying Corps Canada using the name Frederick Warrington Gillet. He used this name to avoid losing his American citizenship. He then went on to fly for the Royal Air Force where he won the Distinguished Flying Cross and Bar. He was also awarded the Belgian *Croix de Guerre*.

New Zealand

Pilots from New Zealand flew for the Royal Flying Corps and the Royal Air Force.

Two New Zealand pilots went on to score 20 or more kills. Both of them survived the war.

The two New Zealand aces of World War I were:

- Keith Caldwell (25 kills). Not only was he New Zealand's top fighter ace in World War I, in World War II he rose to the rank of Air Commodore in the Royal New Zealand Air Force.
- Keith Park (20 kills). He first served in the artillery and took part in the Gallipoli Campaign. He then

transferred from the New Zealand Army to the British Army. He then joined the Royal Flying Corps. During World War II he became an Air Vice Marshall and later Air Chief Marshall in the Royal Air Force. He was in operational command during two of the most significant air battles in the European theatre in the Second World War, helping to win the Battle of Britain and the Battle of Malta. He was knighted and became Air Chief Marshal Sir Keith Rodney Park, GCB, KBE, MC & Bar, DFC.



Keith Caldwell

Russia

The Imperial Russian Air Service was formed in 1912 and operated for five years.

It only saw combat in World War I before being reorganized and renamed in 1917 following the creation of Soviet Russia.

It formed what would later become the Soviet Air Forces.

They had one ace, Alexander Kazakov, who achieved 20 kills. He originally flew for the Imperial Russian Air Service but on 1 August 1918 he became

a major in the Royal Air Force and was appointed to be commanding officer in charge of an aviation squadron of the Slavo-British Allied Legion made up of Sopwith Camel planes.

The Top Ten Aces of World War I

1. Manfred von Richthofen (Germany) - 80 kills.
2. René Fonck (France) - 75 kills.
3. Billy Bishop (Canada) - 72 kills.
4. Ernst Udet (Germany) - 62 kills.
5. Edward Mannock (United Kingdom) - 61 kills.
6. Raymond Collishaw (Canada) - 60 kills.
7. James McCudden (United Kingdom) - 57 kills.
8. Andrew Beauchamp-Proctor (South Africa), Erich Löwenhardt (Germany), and Donald MacLaren (Canada) - all with 54 kills.

Next month in Head-to-Head we will be looking at the top fighter aces of World War II.

During this conflict an incredible 536 pilots went on to

achieve 20 or more kills.

Of these 536 aces, no fewer than 427 of them were from the German *Luftwaffe*.

An even more sobering fact is that the top 120 fighter aces

of World War II were from the *Luftwaffe*. Between them, the top five German aces accounted for 1,543 kills.

Harold Ackroyd VC

The unassuming, bespectacled World War I medical officer that did everything in his power to save the lives of others.

Instituted on 29 January 1856 by Queen Victoria to honour acts of valour during the Crimean War, the Victoria Cross (VC) is the highest award of the United Kingdom honours system. It is awarded for gallantry "in the presence of the enemy" to members of the British armed forces. It may be awarded posthumously.

A total of 1,358 Victoria Crosses have been awarded since 1856 and only three people have been awarded a bar to the Victoria Cross. In other words, they were awarded the medal twice.

The greatest number of Victoria Crosses won in a single conflict was World War I, when 628 were awarded.

Without doubt, to be recommended for a VC the nominee would have had to have demonstrated exceptional gallantry. Harold Ackroyd was recommended for the VC not once, not twice, but a remarkable 34 times.

Medical Career

Born in Southport, Lancashire on 18 July 1877, Harold Ackroyd was the youngest son of Edward Ackroyd.

Harold's father had inher-

ited a sizable fortune from his mother's family in 1878 and became Chairman of the Southport and Cheshire Lines Extension Railway, a change in fortune which made a private education possible.

Schooled at Mintholme College and Shrewsbury School, Harold then gained entry to Gonville and Caius College, Cambridge.

He completed his Bachelor of Arts degree in 1899 and continued his medical studies at

Guy's Hospital, London. It was here that he was appointed as a House Officer.

He then went on to hospital appointments at the Birmingham General Hospital and the David Lewis Northern Hospital, Liverpool.

In 1908 he secured a British Medical Association scholarship and became a Research Scholar at Downing College, in the Pharmacological Laboratory and then in the Institute for the study of Animal Nutrition, Department of Agriculture, Cambridge.

Harold worked with Sir Frederick Gowland Hopkins, Professor of Biochemistry and published three papers on Purine metabolism.

While at Cambridge, Harold met Mabel Robina Smythe, the matron of Strangeways Hospital. On 1 August 1908 they married and lived in Great Shelford where their children Ursula (1909) and Stephen (1912) were born.

They moved to Royston,



Hertfordshire where their third child, Anthony, was born in 1914.

Military Career

Britain entered World War I on 4 August 1914. Harold was very patriotic and, despite being deeply involved in scientific research at Cambridge, he decided to join the army in early 1915.

He was commissioned Temporary Lieutenant in the Royal Army Medical Corps on 15 February 1915 and was attached as Medical Officer to the 6th Battalion of the Royal Berkshire Regiment.

They formed part of the 53rd Infantry Brigade in the 18th Division and sailed for France on 25 July 1915. They were posted to the Somme front taking over a portion of the front line held by the 5th Division on 22 August. By the end of 1915 the 18th Division had suffered 1,247 casualties, the quietest four months in its history!

The Somme

Harold was promoted to temporary captain on 15 February 1916. The 18th Division was now part of the Fourth Army (United Kingdom) under Sir Henry Rawlinson.

On 1 July the British launched

what was to become known as the Battle of the Somme. By the end of the first advance, the division had covered 2,743 metres on a 2,286 metre front and had seized Montauban Ridge on the west end of Montauban village. Six hundred and ninety five prisoners had been taken but the division suffered 3,307 casualties.

Delville Wood became the grave of the 53rd Brigade. It was here during fierce fighting for the possession of the wood on 19 July 1916 that Harold Ackroyd acted with such bravery that he was recommended eleven times for the award of the Victoria Cross. He was eventually awarded the Military Cross for this action.

Part of the citation for his medal read:

"For conspicuous gallantry and devotion to duty during operations. He attended the wounded under heavy fire, and finally, when he had seen that all our wounded from behind the line had been got in, he went out beyond the front line and brought in both our own and enemy wounded, although continually sniped at."

Harold was described as a heroic figure during those two days of July. In his book "The 18th Division in the Great War" Captain G H F Nicholls writes, *"The fighting was so confused and the wood so hard to search that the difficulties in evacuating the wounded seemed insuperable but Ackroyd, bespectacled and stooping, was so cool and purposeful and methodical that he cleared the whole wood of wounded British and Bosh as well."*

Harold rescued many of the wounded from the 1st Infantry Brigade (South Africa) and there is a memorial to him in the room commemorating Delville Wood at Fort Beaufort Historical Museum, South Africa. He left the battalion on 11 August 1916 to return to England on sick leave.

Harold had been wounded at Delville Wood, although the nature and extent of his wound is not known. He was granted six weeks sick leave.

After only a week back home, Harold decided that he wanted to return to the front.

He stated in a letter to his brother Edward, dated 4 September, *"I am now quite well and fit to return to duty"*.

He could not understand why he had been given so much sick leave and called the Army Medical Board *"a bunch of old fossils."*

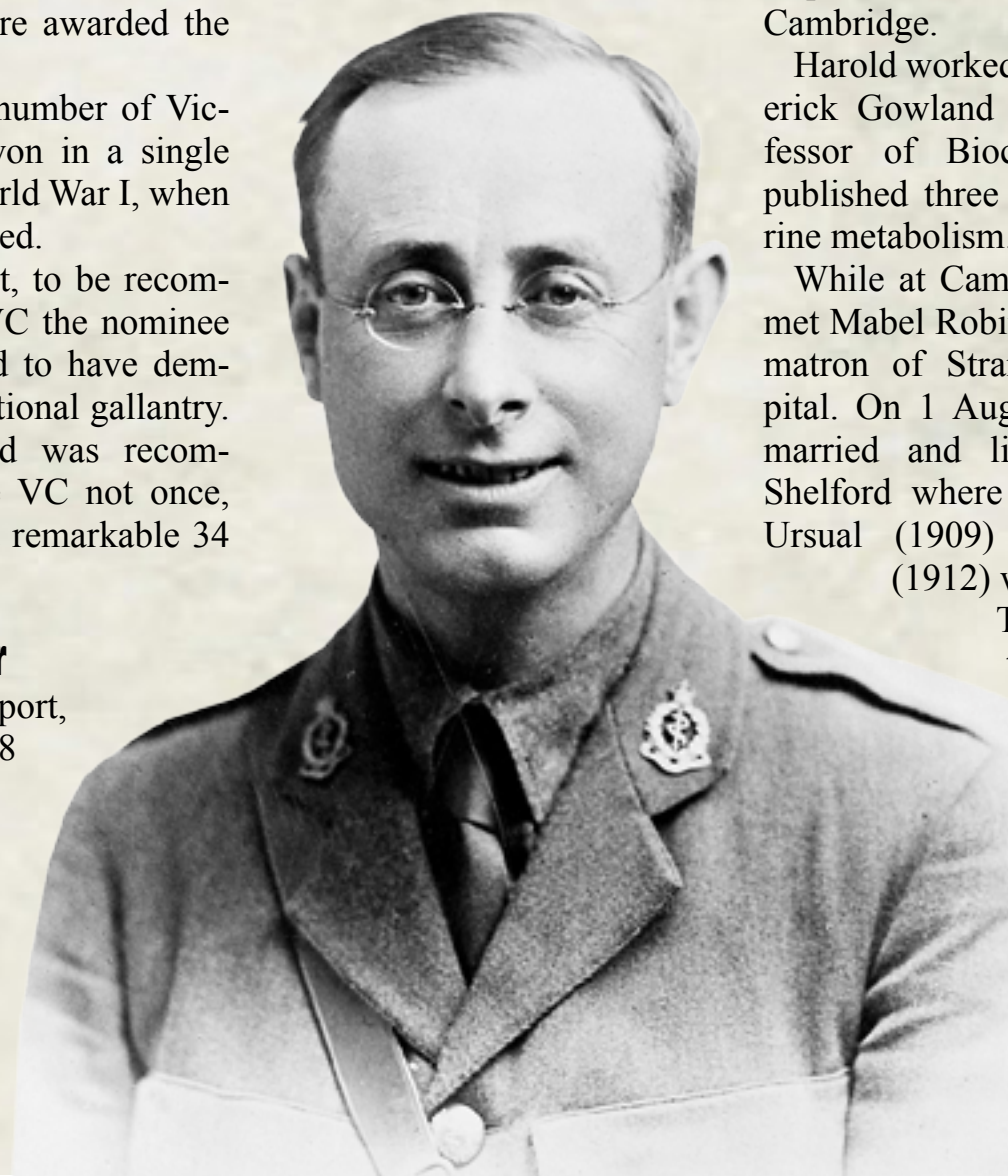
He also said *"I would hate the Battalion to go into action without me"*. He was passed fit for service on 3 October and on 20 October was awarded the Military Cross for his actions in Delville Wood. He rejoined the regiment in November 1916.

Ypres

During July 1917 preparation was being made for the Ypres Offensive, the third Battle of Ypres that became known as the Battle of Passchendaele.

The battle commenced on 31 July 1917. The role of the 18th Division was to leapfrog the 30th Division (United Kingdom) after they had taken what became known as "the Black Line" through Glencorse Wood.

Disaster struck and by a trag-



ic mistake the 30th Division infantry wheeled to their left and assaulted Chateau Wood instead of Glencorse Wood.

The misleading information that Glencorse Wood was in British hands caused the 53rd Brigade to plunge into a fatal gap.

During 31 July and 1 August the 53rd Brigade fought against a fully prepared enemy for ground which the 30th Division should have taken. This fateful error caused the offensive in Glencorse Wood to be held up for several days with fierce fighting throughout this period.

Captain Nicholls in his history of the 18th Division records *"in all that hellish turmoil, there had been one quiet figure, most heroic, most wonderful of all. Dr Ackroyd, the 6th Berks Medical Officer, a stooping, grey haired, bespectacled man rose to the supreme heights that day. He seemed to be everywhere; he tended and bandaged scores of men for to him fell the rush of cases around Clapham Junction and towards Hooge. But no*

wounded man was treated hurriedly or unskilfully. Ackroyd worked as stoically as if he were in the quiet of an operating theatre. Complete absorption in his work was probably his secret. When it was all over there were 23 separate recommendations of his name for the Victoria Cross."

Harold came through 31 July unscathed but died eleven days later on 11 August in Jargon Trench on the western edge of Glencorse Wood, shot in the head by a sniper. He was 40 years old. Harold's body was evacuated and buried in Birr Cross Roads Cemetery, Zillebecke near Ypres. His headstone reads "Believed to be buried in this cemetery."

Harold's Victoria Cross was gazetted on 6 September 1917. A medal investiture was held outside Buckingham Palace on 26 September 1917. His widow Mabel and their five-year-old son Stephen received both the Victoria Cross and the Military Cross from King George V.

Part of the citation for his medal reads:

"For most conspicuous bravery. During recent operations Capt. Ackroyd displayed the greatest gallantry and devotion to duty. Utterly regardless of danger, he worked continuously for many hours up and down and in front of the line tending the wounded and saving the lives of officers and men. In so doing he had to move across the open under heavy machine-gun, rifle and shell fire. He carried a wounded officer to a place of safety under very heavy fire. On another occasion he went some way in front of our advanced line and brought in a wounded man under continuous sniping and machine-gun fire. His heroism was the means of saving many lives, and provided a magnificent example of courage, cheerfulness, and determination to the fighting men in whose midst he was carrying out his splendid work. This gallant officer has since been killed in action."



SATS General Botha Old Boys Association remember their fallen

By Lt Cdr Glenn von Zeil, SA Naval Reserves. Photograph: Reggie Lord.

On Sunday, 4 March 2018 the S.A.T.S. General Botha Old Boys Association paid homage to those from the Training Ship who were killed during World War 2 (1939-1945).

They were joined, amongst others, by the Deputy Major, Councilor Ian Nielsen, SA Navy, Rear Admiral (Junior Grade) Kevin Watson, SA Legion, MOTHS, Royal Airforce Association, SA Gunners Association, Simons Town High School Lawhill Maritime Centre and TS Woltemade Sea Cadets.

The S.A.T.S. General Botha Old Boys Association has a close relationship with the Sea Cadets Training Ship (TS) Woltemade as well as Simons Town High School Lawhill

Maritime Centre as they support maritime youth development and have instituted a bursary which were awarded to two TS Woltemade Sea Cadets for 2018. This is a practical means of ensuring that the values and of "honour and duty" which they subscribe to continue with the younger generation.

Training Ship Woltemade, located in Lakeside, traditionally provides Sea Cadets as a guard of honour, flagmen and wreath orderlies. The Sea Cadets have an opportunity to fulfil the roles given servicemen and women at all the other annual parades. The association between the Sea Cadets and General Botha Old Boys Association is also reflected by the navy blue and dark green colours of the Sea

Cadet Ensign and the insignia (eg. ties, cravats, etc) which are used by the Old Boys.

The names of 83 former Cadets appear on the General Botha Roll of Honour for World War 2. These included various arms of the service and merchant navy: Merchant Service, Royal Airforce, Royal Navy, Seaward Defence Force/SA Naval Forces and SA Army.

Many former Cadets were decorated during World War 2, the best known was Squadron-Leader JD Nettelton, Royal Airforce, who was awarded the Victoria Cross and was later killed in action.

Thank you to Padre Ralph Thornley for leading the service and for remembering these brave men.



RESPECT Peter Coetzee, S.A.T.S General Botha Old Boys Association, and Sea Cadets from TS Woltemade pay their respects to fallen Bothie Old Boys.

(c) R Lord, 2018

T-34 Tank

Each month "Forged in Battle" looks at weapons, equipment or units that have been tried and tested on the battlefield. This month we look at the Soviet T-34 tank.

With an unprecedented combination of firepower, mobility, protection and ruggedness, the Soviet T-34 medium tank has often been credited as being the most effective, efficient and influential tank design of the Second World War.

When first encountered in 1941, German general Paul Ludwig Ewald von Kleist called it "the finest tank in the world".

None other than Heinz Guderian affirmed the T-34's "vast superiority" over existing German armour of the period.

It was the most produced tank of the war, as well as the second most produced tanks of all time (after its successor, the T-54/55 series) with more than 80,000 being produced.

It also suffered the most tank losses of all time, with 44,900 being lost during the war.

It was the mainstay of Soviet armoured forces during World War II and its design allowed it to be continuously upgraded to meet the constantly evolving needs of the Eastern Front.

Its development led directly to the T-54 and T-55 series of tanks, which in turn evolved into the later T-62, T-72, and T-90 tanks that form the armoured mainstay of many modern armies.

As the war went on, the T-34

became not only more capable, but also quicker and cheaper to produce.

Origins

A few years before Adolph Hitler set his sights to the east and launched *Unternehmen Barbarossa*, the Soviets were already involved in a few wars of their own.

During the Battle of Lake Khasan in July 1938 and the Battles of Khalkhin Gol in 1939, an undeclared border war with Japan on the frontier with occupied Manchuria, the Soviets deployed numerous tanks against the Imperial Japanese Army (IJA).

The Soviet tank models were the T-26 infantry tank and the BT series of fast tanks. The T-26 was slow-moving, designed to keep pace with infantry on the ground. The BT tanks were cavalry tanks: fast-moving and light, designed for manoeuvre warfare.

Both were Soviet developments of foreign designs from the early 1930s; the T-26 was based on the British Vickers 6-Ton, and the BT tanks were based on a design from American engineer J. Walter Christie.

Both tanks used petrol engines which, while common in tank designs of the time, often burst into flames when hit by

IJA tank-killer teams using Molotov cocktails. They were even vulnerable to the low velocity 37 mm gun of the Japanese Type 95 tank.

The use of riveted armour led to a problem called "spalling", whereby the impact of enemy shells, even if they failed to disable the tank or kill the crew on their own, would cause the rivets to break off and become projectiles inside the tank.

In 1937 it was assigned to Red Army engineer Mikhail Koshkin to lead a new team to design a replacement for the BT tanks.

The prototype tank, designated A-20, had 20 mm of armour, a 45 mm gun, and the new Model V-2-34 engine, using less-flammable diesel fuel in a V12 configuration designed by Konstantin Chelpan.

A second prototype, the A-32, was developed. It had 32 mm of frontal armour, a L-10 7.62 mm gun, and the same Model V-2-34 diesel engine.

An even heavier version of the A-32, with 45 mm of front armour, wider tracks, and a newer L-11 7.62 mm gun, was approved for production as the T-34.

Production

The T-34 posed new challenges for Soviet industry. It



SOVIET MAINSTAY: With more than 80,000 built, the T-24 series was the most produced tank of World War II.

had heavier armour than any medium tank produced to date, and there were problems with defective armour plates.

Due to their expense and short supply, radios could only be fitted to company commanders' tanks. The rest of the crews in each company used flags to communicate.

Another problem was the L-11 gun. It did not live up to expectations, so the Grabin Design Bureau at Gorky Factory N.92 designed the superior F-34 76.2 mm gun.

Production of this first T-34 series - the Model 1940 - totalled only about 400, before production was switched to the Model 1941, with the F-34 gun, 9-RS radio set (also installed on the SU-100), and even thicker armour.

Subassemblies for the T-34 originated at several plants: Kharkiv Diesel Factory N.75 supplied the model V-2-34 engine, Leningrad Kirovsky Fac-

tory made the original L-11 gun, and the Dinamo Factory in Moscow produced electrical components. Tanks were initially built at KhPZ N.183, in early 1941 at the Stalingrad Tractor Factory (STZ), and starting in July at Krasnoye Sormovo Factory N.112 in Gorky.

After the Germans launched Operation Barbarossa on 22 June 1941, the Wehrmacht's rapid advances forced the evacuation and relocation of Soviet tank factories eastwards of the Ural Mountains, an undertaking of immense scale and haste that presented enormous logistic difficulties and was extremely punishing to the workers involved.

Just weeks before the Germans surrounded Leningrad, the Kirovsky Factory moved with the Kharkiv Diesel Factory to the Stalin Tractor Factory in Chelyabinsk, soon to be nicknamed *Tankograd* (Tank City).

Soviet designers were aware of design deficiencies in the tank, but most of the desired remedies would have slowed tank production and so were not implemented: the only changes allowed on the production lines through to 1944 were those to make production simpler and cheaper.

Over a period of two years the production cost of the T-34 was reduced from 269,500 roubles in 1941, to 193,00, and then 135,00. This was achieved by a simple solution - underpay the factory workers, and overwork them. After all, they were treated as little more than slave labour.

Besides cutting costs, production time was also cut in half by the end of 1942, despite the fact that most of the skilled factory workers had been sent to the front lines. They were replaced by a workforce that included 50% women, 15% boys, and 15% invalids and old men.

In 1943, T-34 production had reached an average of 1,300 per month; this was the equivalent of three full-strength Panzer divisions.

Overview

The T-34 had well-sloped armour, a relatively powerful engine and wide tracks.

The initial T-34 version had a powerful 76.2 mm gun, and is often called the T-34/76.

In 1944, a second major version began production, the T-34-85, with a larger 85 mm gun intended to deal with newer German tanks.

The T-34 was an even match for the German medium tank, the Panzer IV. It was, however,

no match for the Panzer V (Panther), which was technically a medium tank, or the Pazer VI (Tiger I).

The heavily sloped armour of the T-34 offered far more protection than the armour thickness alone would indicate.

The F-34 76.2 mm gun that was fitted on the majority of T-34s until the beginning of 1944 was able to penetrate any German tank's armour at normal combat ranges. When firing APCR shells, it could pierce 92 mm of armour at 500 m.

The problem with the gun were that the sights and range finding were rather crude. Especially when compared to those



THE FINAL PUSH: A T-34/76 in action in the suburbs of Berlin in April 1945.

of their German foes. This effected both their accuracy and ability to engage at long ranges.

During the winters of 1941-42 and 1942-43, the T-34 had a marked advantage over German tanks. The German Panzer IV used an inferior leaf-spring suspension and narrow tracks that were unsuitable for snow and mud. With its coil-spring Christie suspension and wider tracks, the T-34 could handle the conditions without becoming bogged down.

Another advantage of the T-34 was the Model V-2-34 38.8 L V12 Diesel engine. It could handle harsh weather conditions far better than the German Maybach engine, which would often freeze in extreme cold.

Yet the T-34 did suffer a number of disadvantages over the German armour. The Russians used a four man crew with the T-34, while the Germans used a five man crew. This meant that with the Russian tanks, the tank commander also acted as the gunner.

The German tanks had a ded-

icated tank commander. He was able to spot targets and indicate them to the gunner. He would also tell the loader what type of ammunition to load (i.e. AP or HE rounds). The Germans could typically get off three rounds for every one fired by the T-34.

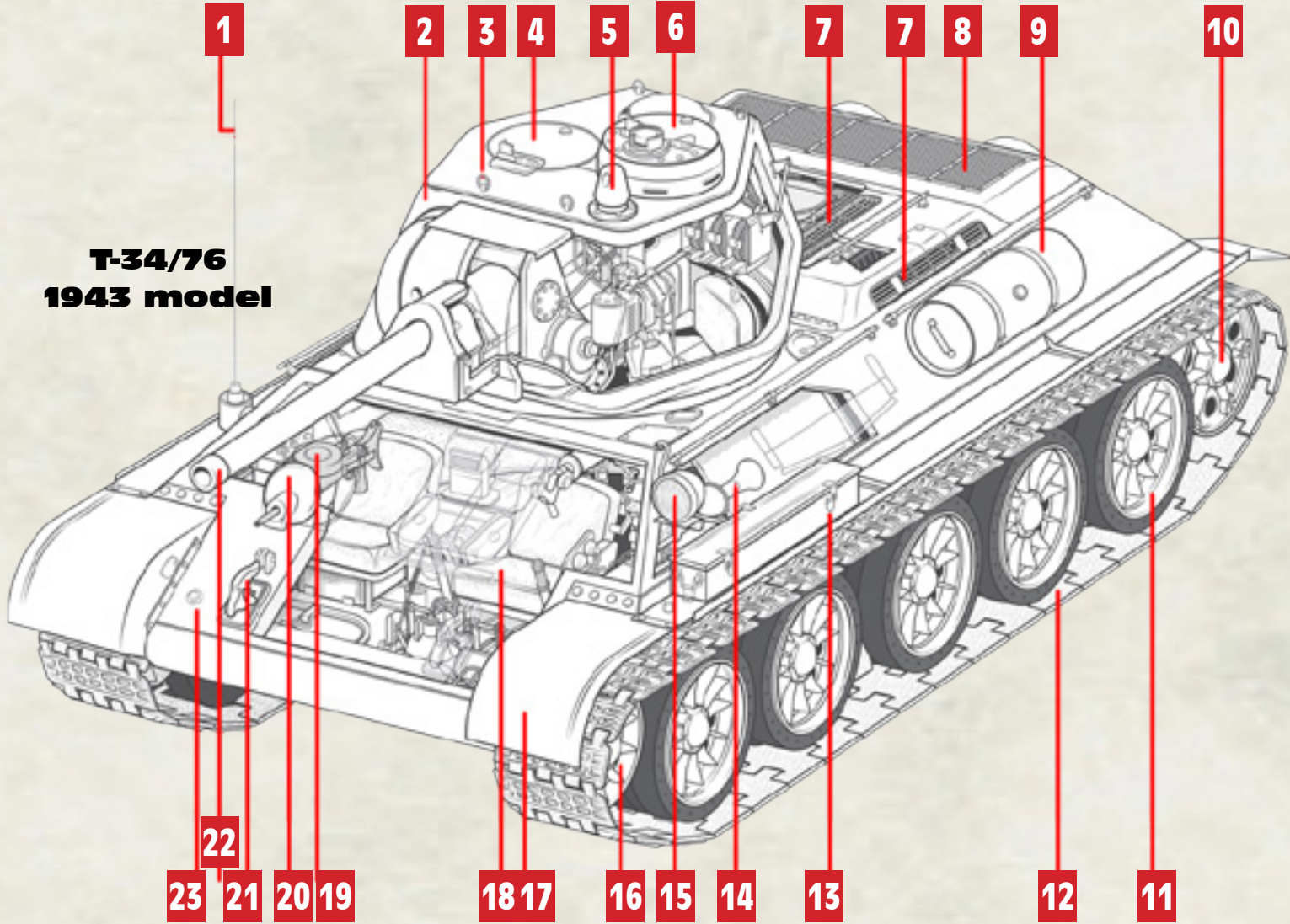
Another problem was the lack of radio communication in the Russian armour. Only the company commander's tank was fitted with a radio.

All German tanks were fitted with radios, which meant that they could adapt their tactics and were more fluid on the battlefield.

Combat History

When German invaded Russia in 1941, the existence of the T-34 proved a psychological shock to German soldiers, who had expected to face an inferior enemy.

The T-34 was superior to any tank the Germans then had in service. Initially, the Wehrmacht had great difficulty destroying T-34s in combat, as standard



1. Radio aerial.
2. Cast turret.
3. Lifting eye (x4).
4. Gunner's hatch.
5. Viewing periscope.
6. Commander's cupola.
7. Air louvres.
8. Engine grille.

9. Fuel tank.
10. Idler wheel.
11. Road wheel.
12. Cast manganese steel tracks.
13. Tool box.
14. Horn.
15. Headlight.
16. Drive sprocket.

17. Mudguard.
18. Driver's seat.
19. 7,62 mm DGT machine gun.
20. Machine gun mantlet.
21. Combined towing and lifting hooks.
22. L11 76,2 mm F-34 gun.
23. Glacis plate.

German anti-tank weaponry proved ineffective against its heavy, sloped armour.

Despite this, the Soviet corps equipped with these new tanks lost most of them within weeks. The combat statistics for 1941 show that the Soviets lost an average of over seven tanks for every German tank lost.

The problem for the Germans was that the Soviets were building tanks faster than the Germans could knock them out.

In 1944 a new version of the T-34, the T-34/85, was produced. Armed with a 85 mm ZiS-S-53 gun, it could penetrate the side armour of the Tiger I from a distance of 800 meters and the turret side from a distance of 600 meters. It was still not enough to match the Tiger, as a Tiger could destroy the T-34 from a distance of 1,500 to 2,000 meters, but it was a noticeable improvement.

During the Korean War

(1950-53) the Soviets supplied 120 T-34/85 tanks to the North Koreans.

One of the last modern conflicts which saw the extensive combat deployment of the T-34/85 was the Angolan Civil War. In 1975, the Soviet Union shipped eighty T-34-85s to Angola as part of its support for the ongoing Cuban military intervention there.

Today 11 countries still use the T-34/85.

T-34 Model 1941

Weight: 26.5 tonnes
Length: 6.68 m
Width: 3.00 m
Height: 2.45 m
Crew: 4
Hull front armour: 47 mm
Hull side: 40 mm
Hull rear: 45 mm
Hull top: 20 mm
Hull bottom: 15 mm
Turret front armour: 60 mm
Turret side: 52 mm
Turret rear: 30 mm
Turret top: 16 mm
Main armament: F-34 76.2 mm tank gun
Secondary armament: 2 x 7.62 mm DT machine guns
Engine: Model V-2-34 38.8 L V12 Diesel engine 500 hp (370 kW)
Ground clearance: 0.4 m
Operational range: 250-300 km
Speed: 53 km/h

The Cockleshell Heroes

Operation Frankton was not the biggest raid of World War II. The results of the operation did not change the course of the war. But it was a raid that showed remarkable courage and endurance.

On the night of 19 December 1941, Italian Navy diver of the *Decima Flottiglia MAS* slipped into the harbour of Alexandria, Egypt, using manned torpedoes.

Using nothing more than handheld devices called limpet mines, they damaged a British destroyer and a tanker. They also disabled two British battleships.

The HMS Queen Elizabeth was disabled for nine months, while the HMS Valiant was out of action for six months. Eight British sailors were killed, and all six of the Italian divers were captured.

British Prime Minister Wilson Churchill was both impressed and worried by the attack. He ordered a similar capability to be developed as soon as possible.

Yet unknown to Churchill, the Italian's unconventional attack resembled a plan that had been proposed to the Admiralty months before the Italian operation. The conventional-minded Admiralty had dismissed the plan out of hand.

A British Royal Marine Captain by the name of Herbert G. "Blondie" Hasler had come up with the idea.

When he had been turned down by the Admiralty, he presented his plan to Combined

Operation Headquarters. They also disapproved of the plan - until the night of 19 December 1941.

Lord Louis Mountbatten, chief of Combined Operations, not only resurrected Hasler's plan, he ordered a unit formed under his command, and the odd sounding Royal Marine Boom Patrol Detachment (RMBPD) came into being on July 6, 1942.

Plans are drawn up

Major Hasler was put in command of the RMBPD with Captain J.D. Stewart as his second in command. The detachment consisted of 34 men and was based at Lumps Fort at Southsea, Portsmouth. They would often train in Portsmouth Harbour as well as patrol the harbour boom at night.

The target of Hasler's original plan had been the Bay of Biscay port of Bordeaux in France. It was a major destination for good to support the German war effort.

Hasler's initial plan called for a force of three canoes to be transported to the Gironde estuary by submarine then paddle by night and hide by day until they reached Bordeaux 97 km from the sea.

To achieve this the group would have to avoid the 32

mixed ships of the Kriegsmarine that patrolled or used the port. On arrival the plan was to sink between six and 12 cargo ships, then escape overland to Spain.

On 13 October 1942, Admiral Louis Mountbatten granted permission for the raid. However, he increased the number of canoes to be used from three to six.

Hasler was originally told that he could not take part in the raid. His experience as the chief canoeing specialist meant that he could not be risked.

Hasler, however, convinced Mountbatten that he had to go on the raid. He was the only man with experience in small boats. Mountbatten rescinded his order and Hasler was included in the raid.

The RMBPD started training for the raid on 20 October 1942, which included canoe handling, submarine rehearsals, limpet mine handling and escape and evasion exercises. The RMBPD practised for the raid with a simulated attack against Deptford, starting from Margate and canoeing up the Swale.

Mark II canoes were to be used for the raid. They were given the codename of 'Cockle'.

The Mark II was a semi rigid two-man canoe, with the sides made of canvas, a flat bottom,



COCKLESHELL HERO: Major Herbert G. 'Blondie' Hasler.

and 4.6 m in length.

When collapsed it had to be capable of negotiating the narrow confines of the submarine to the storage area then, before it was ready to be taken on deck, erected and stored ready to be hauled out via the submarine torpedo hatch.

During the raid each canoe's load would be two men, eight limpet mines, three sets of paddles, a compass, a depth sounding reel, repair bag, torch, camouflage net, waterproof watch, fishing line, two hand grenades, rations and water for six days, a spanner to activate the mines and a magnet to hold the canoe against the side of cargo ships.

The total safe load for the 'Cockle' Mark II was 218 kg. The men also carried a .45 ACP pistol and a Fairbairn-Sykes Fighting Knife.

The men selected for the mission were divided into two divisions, each having their own targets.

A Division

- Major Hasler and Marine Bill Sparks in canoe Catfish.
- Corporal Albert Laver and Marine William Mills in ca-

noe Crayfish.

- Corporal George Sheard and Marine David Moffatt in canoe Conger.

B Division

- Lieutenant John Mackinnon and Marine James Conway in canoe Cuttlefish.
- Sergeant Samuel Wallace and Marine Robert Ewart in canoe Coalfish.
- Marine W.A. Ellery and Marine E. Fisher in canoe Cachalot.

A thirteenth man, Marine Norma Colley, was taken as a reserve.

The Mission

On 30 November 1942 the Royal Navy submarine, HMS Tuna, sailed from Holy Loch in Scotland. It was under the command of Lieutenant-Commander Dick Raikes DSO. The six canoes and the raiding team were on board.

The mission was scheduled to start on 6 December 1942. It was delayed because of bad weather en route and the need to negotiate a minefield.

By 7 December 1942 the submarine had reached the Gironde estuary and surfaced some 16 km from the mouth of the estuary.

Canoe Cachalot snagged as it was being brought up. Hasler inspected the craft and pronounced her unseaworthy. Its crew, Marines William Ellery and Eric Fisher, would have to return to Britain on Tuna. Fisher wept with frustration, unaware that, in all probability, his life was being saved.

The raiders set off some time between 19h30 and 20h22. The plan called for the crews to paddle for 55 minutes and then rest for five.

On that first night there were strong cross tides and cross winds. Canoe Coalfish disappeared. Further on the crews encountered 1.5 metre high waves and canoe Conger capsized and sank. Sheard and Moffatt, the two crew, held on to two of the remaining canoes. They were carried as close to shore as possible and had to swim ashore.

As the remaining canoes approached a major checkpoint in the river, they came across three German frigates.

By lying flat on their canoes and paddling silently, they were able to pass by the frigates without being discovered. Canoe Cuttlefish, with Mackinnon and Conway, became separated from the main group.

Fairbairn-Sykes Fighting Knife



The three remaining canoes covered 32 km in five hours and landed near St Vivien du Medoc.

While the crews of canoes Catfish and Crayfish hid during the day, they were unaware that Wallace and Eward, in Coalfish, had been captured as they came ashore near the Pointe de Grave lighthouse.

On the second night the two remaining canoes paddled a further 35 km in six hours. On the third night they covered 24 km and on the forth night they only managed 14 km. This was due to a strong ebb tide.

The raid had been planned for 10 December, but Hasler now changed the plan. Due to the ebb tide they still had a short distance to cover, so Hasler ordered that they hide for another day and set off to reach Bordeaux on the night of 11/12 December.

After a night's rest, the four remaining men spent the day preparing their equipment and limpet mines. Hasler decided that Catfish would cover the western side of the docks and Crayfish the eastern side.

The two canoes reached Bordeaux on the fifth night, 11/12 December. The river was calm and there was a clear sky.

Hasler and Sparks in Catfish placed eight limpet mines on four vessels, including a *Sperbrecher* patrol boat.

After they had planted all their mines they left the harbour with the ebb tide at 00h45 hours.

At the same time Laver and Mills in Crayfish had reached the eastern side of the dock without finding any targets, so



GETTING READY: Members of the RMBPD train for Operation Frankton.

returned to deal with the ships docked at Bassens. They placed eight limpet mines on two vessels, five on a large cargo ship and three on a small liner.

On the way downriver the two canoes met by chance and continued until they beached their canoes near Genes de Blaye. They tried to hide the canoes by sinking them.

They two crews split up and set out separately, on foot, for the Spanish border. Two days later Laver and Mills were apprehended at Montlieu-la-Garde by the French *Gendarmerie* and handed over to the Germans.

Hasler and Sparks arrived at the French town of Ruffec, 160 km from where they had beached their canoe, on 18 December 1942.

They made contact with someone from the French Resistance at the Hotel de la Toque Blanche and were then taken to a local farm. They spent the next 18 days there in hiding. They were then guided across the Pyrenees into Spain.

On 2 April 1943 Hasler arrived back in Britain by air

from Gibraltar, having passed through the French Resistance escape organisation. Sparks was sent back by sea and arrived much later.

Aftermath

Six ships were damaged in the raid, one of them extensively. For their part in the raid Hasler was awarded a Distinguished Service Order and Sparks the Distinguished Service Medal (DSM). Laver and Mills were also recommended for the DSM which at the time could not be awarded posthumously, so instead they were mentioned in despatches.

The six men captured by the Germans were all executed under Hitler's 'Commando Order'. Sheard and Moffatt were not drowned on the first night but died of hypothermia.

Lord Mountbatten later said: "Of the many brave and dash-ing raids carried out by the men of Combined Operations Command none was more courageous or imaginative than Operation Frankton"

"Blondie" Hasler died on 5 May 1987 at the age of 73.

Quiz Answers

So how did you do with this months quiz? Here are the answers.

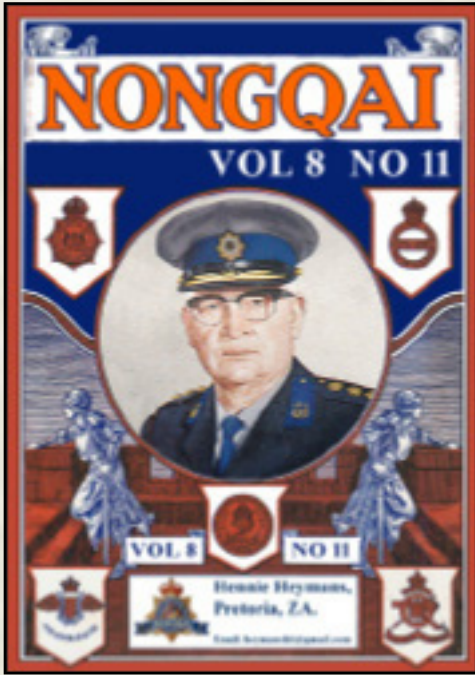
- | | |
|--|---|
| 1. Australian slouch hat. | 12. British Parachute Regiment. |
| 2. World War II Russian forage cap. | 13. Selous Scouts beret (Rhodesia). |
| 3. 32 Battalion beret (SADF). | 14. South African Special Forces beret. |
| 4. World War II Japanese forage cap. | 15. Russian Navy ushanka fur cap. |
| 5. French Navy. | |
| 6. French Foreign Legion Képi blanc. | |
| 7. United States Marine Corps dress cap. | |
| 8. World War II German Fallschirmjäger (Paratrooper) steel helmet. | |
| 9. United States Cavalry. | |
| 10. United States Green Beret. | |
| 11. World War II German SchutzStaffel (SS) steel helmet. | |



Useful links

Every month we will be featuring a few useful links to military websites, newsletters and on-line magazines. Stuff that we think our readers will appreciate.

Here are two of our favourites. The first one is Nongqai, the unofficial police newsletter for veterans of the former South African Police Force and for those interested in Police History. The second is Jimmy's Own, the official newsletter of the South African Signals Association. Click on the magazine covers to go to the respective websites.





Matt O' Brien is off on his Summer holiday, hoping for lots of sun and sand. He gets both, along with a few Panzers, Stukas and other nasty things wishing to do him harm.

If you're looking for a military simulation that is quick and easy to play, then Tank Warfare Tunisia 1943 is not that game.

If, however, you enjoy a simulation that is realistic and pays attention to detail, then look no further.

Tank Warfare: Tunisia 1943 is a tactical battalion level combat simulation that focuses on the confrontation between the Americans and the Germans in North Africa.

The game is a result of the teaming of publisher Strategy First and developer Graviteam.

The game is comprised of two modes:

Operation mode - turn-based mode where you can shift and concentrate forces in the chosen directions, resupply and replace units, repair and refuel vehicles.

Tactical mode - real-time mode where you are conducting fire combat with the enemy, capturing territory, destroying vehicles and the enemy manpower.

The game features large-scale operations for the US Army and Wehrmacht with realistic organizational structure. The campaign features more than 50 detailed vehicles produced in Germany, USA and UK. Over 400 sq. km of realistic land-

scapes were reconstructed from topographical maps and photo and video materials.

Graviteam does a fine job in making desert terrain bloom in the tactical mode. Naturally, the dominant features are flat stretches of brown sand marked by darker gullies (wadis).

These features are broken up by rock outcroppings, ancient ruins, a few roads, the white-washed buildings of villages, palm trees and olive gardens. Field works include trenches and sand-bagged emplacements. Troops under fire find their way to cover provided by undulations in the ground.

The smooth zoom and rotate features allows birds-eye and worms-eye views of all graphics allowing players grasp of the situation for complete battalions or individual men and machines. Atmospheric conditions are not forgotten. Dust from movement can be seen from many kilometers away and a close-up view of the rear of vehicles show exhaust fumes.

Shells burst with clouds of smoke, throwing shrapnel and debris into the air. Signal flares of different colors are used to communicate with other units.

Stricken vehicles burn and smoke and leave blackened wrecks. Tank crews sometimes leap from their burning vehi-

cles to run around like hideous torches - some of the graphics should have an age restriction.

The graphics are incredibly detailed. Every bolt, sprocket, muzzle brake, canteen, ammo belt and helmet is depicted in accurate detail.

There are six tutorials that cover the basics of the game. Trust me when I say that you will need to play the tutorials first.

The game offers two quick battles, both of which are played as the Americans, and three campaigns, one German and two American.

The game also comes with a 'battle editor' that allows you to set up your own battles. The historical map is used so players need only place units, key points and weather parameters.

You can set the level of difficulty and I strongly recommend that you start with the easiest level. The AI (artificial intelligence) is really good on the higher levels and will exploit the slightest mistakes you make.

The game also comes with an interactive encyclopedia and this game is worth the cost just for the encyclopedia. It gives detailed information on all of the vehicles, weapons, equipment and units featured in the game.



What really impressed me was the level paid to detail. Unlike many games, the remnants of previous battles remain on the battlefield until the end of the operation. Shot out and burned out vehicles, the bodies of fallen troops - all will remain there.

The complex vehicle damage system means that engine, suspension, sights, weapons and targeting mechanisms can be damaged separately, affecting the combat capabilities.

The weapon modeling and realistic ballistics is excellent. Bullets and projectiles follow ballistic trajectories, taking wind, temperature and other parameters into account.

Advanced armour penetration modeling is based on ballistic histograms without simplifications of probabilistic methods, generation of secondary fragmentation fields takes into account many parameters, such as the change of the field shape in space, fragments and armour

characteristics, armor thickness and damage conditions.

Soldier behaviour is realistic and each soldier has several essential parameters, such as experience level, stamina and morale, which influence their behavior and effectiveness.

Environments are destructible and almost everything can be blown up and destroyed, from landscape surface and buildings to vehicles and enemy defensive installations.

You are given advanced control of off-map artillery that includes features such as various fuse settings and shell types.

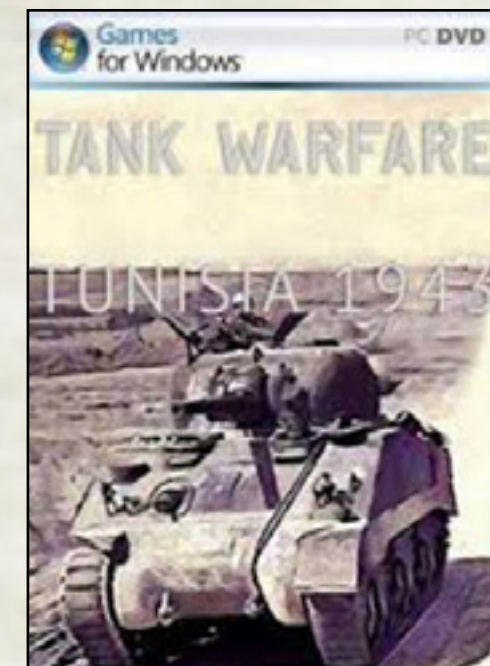
The time of day, light sources and weather effects, influence the course of battle, visibility and area passability.

Tank Warfare: Tunisia 1943 is not the easiest game to get to grips with and don't be surprised to find yourself on the losing side when you first start playing.

Once you get into it though, it is an excellent simulator that

can be played over and over again. Best of all, it doesn't need a high-end computer to run the game.

For those of you who enjoy a realistic military simulator or have an interest in tank battles, I can recommend this game.



Publisher - Strategy First

Genre - RTS

Score - 8/10

Price - R300 (on Steam)

The Cockleshell Heroes

Produced in 1955, just ten years after World War II had ended, this British film is a fictionalised account of Operation Frankton.

Using folding kayaks, a group of Royal Marine Commandos infiltrate Bordeaux Harbour in France to blow up shipping.

The film was produced by Cubby Broccoli, who would later go on to produce the James Bond franchise.

José Ferrer plays newly promoted Major Stringer of the Royal Marines, who comes up with a novel idea for a raid. By using collapsible canoes, he believes it is possible for commandos to reach an enemy-held harbour undetected and blow up ships with limpet mines. He is given command of a small group of volunteers.

However, he clashes with his veteran second-in-command, cynical, by-the-book Captain Hugh Thompson (Trevor Howard). The two officers represent the clash of cultures in the Royal Marines in the Second World War and postwar. Stringer is the enthusiastic promoter of commando operations requiring daring and initiative, but has no experience leading men or operations. Thompson represents the old guard of traditional ship's detachments. Sergeant Craig (Victor Maddern) trains the men following Stringer's directions, but Thompson strongly disapproves of his commander's lax methods. When a

test mission ends disastrously, Stringer admits his mistake and turns to Thompson, who soon whips the marines into shape.

Part of their training involves the men being dressed in German uniform and parachuted into Scotland. They then have to make their way back to their base. Some of the methods they employ are really fun to watch.

The raid is launched soon afterwards by submarine in HMS Tuna under the Command of Lieutenant-Commander Dick Raikes DSO (Christopher Lee). The commandos are inserted into sea close to the mouth of the Gironde river in their collapsible klepper canoes as Raikes resurges and HMS Tuna disappears.

As the swimmer canoeists arrive off the Gironde estuary a depth charge attack by a passing German patrol boat knocks out Ruddock's partner. Thompson, who was not supposed to go on the raid, volunteers to take his place.

The raiders then disembark and begin their attack. Following hard routine they now face seventy miles of arduous paddling upriver in their Cockle Mk II canoes. After moving by night and hiding by day, only four crews reach the target, where they plant limpet mines on a number of German cargo ships. All this during harsh December weather.

The raid is successful, but

only Stringer and Clarke manage to escape. Four (including Thompson and Ruddock) are captured while the other four are killed on the way to the docks. When Thompson and the other prisoners refuse to divulge what their mission was, they are shot by firing squad, but not before hearing the mines explode.

While its not that easy to get hold of a copy of this movie, it's well worth watch it if you can find it.

The good news is that we've got three copies of this movie to give away. If you would like to win a copy of the movie, answer the following question:

What was the name of the real-life leader of Operation Frankton?

E-mail your answer to us at editor@hipe.co.za and put "Competition" as the subject.

Click on the poster below to watch a clip from the film.



Enduring Valour: South Africa's Cross of Honour

Author: Ian Uys

The Honoris Crux (Cross of Honor) was South Africa's premier gallantry decoration awarded to members of the SA Defense Force between 1952 and 2003.

The stories behind over 300 of these awards and other medals for bravery are graphically told - ranging from outstanding valor in all types of warfare to exceptional heroism displayed in saving lives. For these soldiers, sailors and airmen the common denominator was courage.

One reads of a SAAF helicopter pilot who noticed that a friend's gunship was under heavy fire, so switched on his lights to attract fire away from his comrade. The same pilot was later to land in an enemy camp to rescue the crew of a downed helicopter who were being chased by a patrol. A jet pilot whose Buccaneer was out of ammunition dive-bombed enemy tanks to keep them from overrunning his forces.

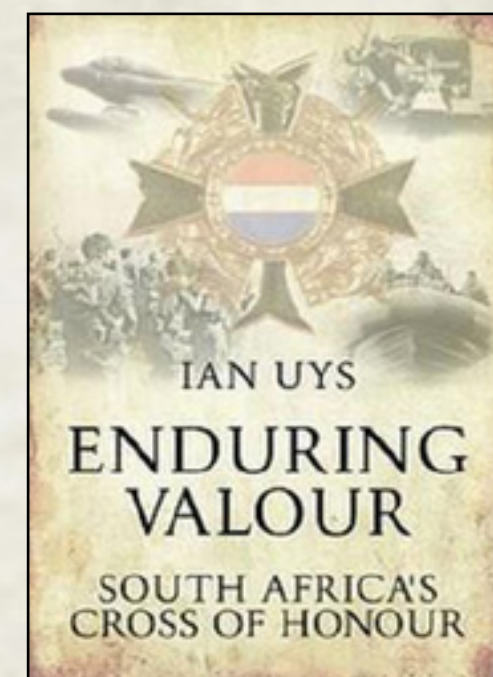
The heroism of the Special Forces, or Recces, became legendary. We read the unbelievable but true stories of two-man teams who crept into enemy camps, sometimes hundreds of kilometers from their bases, to gather vital information. If discovered they had to extricate

themselves from impossible situations, such as the frogman team which attacked an enemy bridge then fought their way out - against small arms fire and hand grenades, as well as against crocodiles!

The Naval heroes range from the seaman who remained inside the sinking SAS President Kruger to rescue friends, to the frogmen who went inside the sinking MV Oceanos to ensure that no one remained behind. Two of them dived into the stormy sea to rescue floating passengers and crew, thereby ensuring the success of the greatest sea rescue of the century. One of the survivors had won the DCM in World War II, while his son had earned the Honoris Crux in 1983.

The author has interviewed many of the medal recipients and invariably found them to be modest about their heroic exploits. He has included some of the events in which the SA Police were involved, acting as part of the country's security forces in combating terrorism. In many cases, he has recorded the subsequent lives of the medal recipients.

The awards were made irrespective of race, color or creed - despite most of the events taking place during the Apartheid years. Men from diverse backgrounds learnt to live and fight



together, especially among the Special Forces, where their lives often depended on each other. The award of the HC Gold to a black Recce attests to that. During a period of five months on five occasions, he approached the enemy on his own and fought to the death, thereby displaying total disregard for his own safety.

Through these pages, one learns of the incredible valor displayed during the turbulent years of the Border War.

This new edition has been thoroughly revised and updated, to include not only new information but additional photographs, too.

Paperback, 310 pages. Published, February 2014

Available from [Bush War Books](#)

By the left, quick laugh

Seeing as how 1 April is April Fool's Day we've brought you a few jokes this month.

Anyone that served in the military has to have a sense of humour. Otherwise you'll never survive. So here, just for you, are a few military jokes.

What's the difference between a fighter pilot and a fighter jet?

The jet stops whining when the engines are shut off.

During training exercises, the Lieutenant who was driving down a muddy back road encountered another Jeep stuck in the mud with a red-faced Colonel at the wheel.

"Your car stuck, sir?" asked the Lieutenant as he pulled alongside.

"Nope," replied the colonel, coming over and handing him the keys. "Yours is."

How do you knock out a sailor when he's drinking water?

Slam the toilet lid on his head.

Two crows were flying along slowly minding their own business enjoying the scenery, when all of a sudden out of the blue an F/A-18E/F Super Hornet goes screaming past, barely missing the now somersaulting, and wildly flapping crows.

"Oh my goodness!" exclaims one crow in surprise. "He was sure moving!"

The other crow replies: "I reckon you would be too if you had two backsides and both of them were on fire!"

What do you call a soldier who survived mustard gas & pepper spray?

A seasoned veteran.

The Sergeant-Major growled at the young soldier: "I didn't see you at camouflage training this morning."

"Thank you very much, sir."

What's the difference between the Army and the Boy Scouts?

The Boy Scouts have adult supervision.

A corporal had just chewed out one of his troops, and as he was walking away, he turned to the troop and said: "I guess when I die you'll come and dance on my grave."

The troop replied: "Not me, Sarge...no sir! Promised myself that when I got out of the Army I'd never stand in another long line again."

How do they separate the men from the boys in the navy?

With a crowbar!

The platoon commander, a young lieutenant, and the platoon sergeant were in the field.

As they go to bed for the night, the sergeant said: "Sir, look up into the sky and tell me what you see?"

The lieutenant said: "I see millions of stars."

"And what does that tell you, sir?" asked the sergeant.

"Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Theologically, it tells me that God is great and that we are small and insignificant. Meteorologically, it tells me that we will have a beautiful day tomorrow. What does it tell you, sarge?"

"Well sir, it tells me that somebody stole our bloody tent."

Have you heard about the karate champion who joined the military?

He nearly killed himself the first time he saluted!

A famous Admiral and an equally famous General were fishing together when a sudden storm hit. When it died down both renowned warriors were struggling helplessly in the water.

The Admiral floundered his way back to the boat and pulled himself painfully in. Then he fished out the General, using an oar.

Catching his breath, he puffed, "Please don't say a

word about this to anyone. If the Navy found out I can't swim I'd be disgraced."

"Don't worry," the general said. "Your secret is safe. I'd hate to have my men find out I can't walk on water."

What's the difference between Aeroflot and the Scud Missile?

Aeroflot has killed more people.

An Air Force cargo plane was preparing for departure from Thule Air Base in Greenland. They were waiting for the truck to arrive to pump out the aircraft's sewage holding tank.

The Aircraft Commander was in a hurry, the truck was late in arriving, and the Airman performing the job was extremely slow in getting the tank pumped out.

When the commander berated the Airman for his slowness and promised punishment, the Airman responded: "Sir, I have no stripes, it is 20 below zero, I'm stationed in Greenland, and I am pumping sewage out of airplanes. Just what are you going to do to punish me?"

An American soldier, serving in World War II, had just returned from several weeks of intense action on the German front lines.

He had finally been granted R&R and was on a train bound for London.

The train was very crowded, so the soldier walked the length of the train, looking for an empty seat.

The only unoccupied seat was directly adjacent to a well-

dressed middle-aged lady and was being used by her little dog.

The war weary soldier asked, "Please, ma'am, may I sit in that seat?"

The English woman looked down her nose at the soldier, sniffed and said, "You Americans. You are such a rude class of people. Can't you see my little Fifi is using that seat?"

The soldier walked away, determined to find a place to rest, but after another trip down to the end of the train, found himself again facing the woman with the dog.

Again he asked, "Please, lady.

May I sit there? I'm very tired."

The English woman wrinkled her nose and snorted, "You Americans! Not only are you rude, you are also arrogant. Imagine!"

The soldier didn't say anything else; he leaned over, picked up the little dog, tossed it out the window of the train and sat down in the empty seat.

The woman shrieked and demanded that someone defend her and chastise the soldier.

An English gentleman sitting across the aisle spoke up, "You know, sir, you Americans do seem to have a penchant for doing the wrong thing.

"You eat holding the fork in the wrong hand. You drive your cars on the wrong side of the road. And now, sir, you've thrown the wrong bitch out the window."

Four strangers traveled together in the same compartment of a passenger train. Two men and two women faced each other. One woman was a very

wealthy and sophisticated 70 year old lady who was decked out in the finest of furs and jewelry. Next to her sat a beautiful young woman, nineteen years old, who looked like something right off the cover of a fashion magazine. Across from the older lady was a very mature looking man in his mid-forties who was a highly decorated Sergeant Major in the Army. Next to the Sergeant Major sat a young troop fresh out of basics on his first weekend pass.

As these four strangers traveled, they talked and chatted about trivial things until they entered an unlighted tunnel, and there they sat in complete darkness and total silence, until the sound of a distinct kiss broke the silence; following the kiss a loud slap could be heard throughout the cabin.

In the ensuing period of silence the four strangers sat quietly with their own thoughts.

The older lady was thinking, "Isn't it wonderful that even in this permissive day and age there are still young women who have a little self-respect and dignity?"

The young woman, shaking her head and greatly puzzled, asked herself, "Why in the world would any man in his right mind want to kiss an old fossil like that when I'm sitting here?"

The Sergeant Major, rubbing his sore face, was outraged that any woman could ever think that a man in his position would try to sneak a kiss in the dark.

The troop, grinning from ear to ear, was thinking, "What a wonderful world this is when a troop can kiss the back of his

hand and then smack a Sergeant Major in the face and get away with it!"

A British General had sent some of his men off to fight for their country in the Falkland Island Crisis.

Upon returning to England from the South American island, three soldiers that had distinguished themselves in battle were summoned to the General's office.

"Since we weren't actually at war," the General began, "I can't give out any medals.

"We did, however, want to let each of you know your efforts were appreciated. What we've decided to do is to let each of you choose two points on your body.

"You will be given two pounds sterling for each inch of distance between those parts. We'll start on the left, boys, so what'll it be?"

Soldier 1: "The tip of my head to me toes, sir!"

General: "Very good son, that's 70 inches which comes to 140 pounds"

Soldier 2: "The tip of the finger on one outstretched hand to the tip of the other, sir!"

General: "Even better son, that's 72 inches which comes to 144 pounds"

Soldier 3: "The palm of my left hand to the tip of my left pinky, sir!"

General: "That's a strange but fair request, son!"

As the general begins the measurement: "What! Son, where is your left pinky?"

Soldier 3: "Back at Goose Green on the Falkland Island, sir!"



The CIA had an opening for an assassin. After all the background checks, interviews, and testing were done, there were three finalists. two men and a woman.

For the final test, the CIA agents took one of the men to a large metal door and handed him a gun. "We must know that you will follow our instructions, no matter what the circumstances. Inside this room, you will find your wife sitting in a chair. Kill Her!!!"

The man said, "You can't be serious. I could never shoot my wife."

The agent said, "Then you're not the right man for this job. Take your wife and go home."

The second man was given the same instructions. He took the gun and went into the room. All was quiet for about five minutes. Then the man came out with tears in his eyes. "I tried, but I can't kill my wife."

The agent said, "You don't have what it takes. Take your wife and go home."

Finally, it was the woman's turn. She was given the same instructions, to kill her husband. She took the gun and went into the room. Shots were heard, one shot after another. They heard

screaming, crashing, banging on the walls.

After a few minutes, all was quiet. The door opened slowly and there stood the woman. She wiped the sweat from her brow. "This gun is loaded with blanks", she said. "I had to beat him to death with the chair."

A Sergeant was addressing a squad of 25 and said: "I have a nice easy job for the laziest man here. Put up your hand if you are the laziest."

24 men raised their hands, and the sergeant asked the other man "why didn't you raise your hand?"

The man replied: "Too much trouble raising the hand, Sarge."

Having just moved into his new office, a pompous, new colonel was sitting at his desk when a signalman knocked on the door.

Conscious of his new position, the colonel quickly picked up the phone, told the Signaller to enter, then said into the phone, "Yes, General, I'll be seeing him this afternoon and I'll pass along your message. In the meantime, thank you for your good wishes, sir."

Feeling as though he had sufficiently impressed the young

troop, he asked, "What do you want?"

"Nothing important, sir," the signaller replied, "I'm just here to hook up your telephone."

A crusty old Sergeant Major found himself at a gala event, hosted by a local liberal arts college. There was no shortage of extremely young, idealistic ladies in attendance, one of whom approached the Sergeant Major for conversation.

She said, "Excuse me, Sergeant Major, but you seem to be a very serious man. Is something bothering you?"

"Negative, ma'am," the Sergeant Major said, "Just serious by nature."

The young lady looked at his awards and decorations and said, "It looks like you have seen a lot of action."

The Sergeant Major's short reply was, "Yes, ma'am, a lot of action."

The young lady, tiring of trying to start up a conversation, said, "You know, you should lighten up a little. Relax and enjoy yourself."

The Sergeant Major just stared at her in his serious manner.

Finally the young lady said, "You know, I hope you don't take this the wrong way, but when is the last time you had sex?"

The Sergeant Major looked at her and replied, "1955."

She said, "Well, there you are. You really need to chill out and quit taking everything so seriously! I mean, no sex since 1955! Isn't that a little extreme?"

The Sergeant Major, glancing

at his watch, said in his matter-of-fact voice, "You think so? It's only 2130 now."

American Military reaction to snakes.

- Civilian: Runs away from the snake screaming.
- Paratrooper: Lands on and kills the snake.
- Armour: runs over snake, giggles, and looks for more snakes.
- Infantry: "Look, a putty cat. Come 'ere kitty....Ouch! Hey, that's not a putty tat."
- Army Aviation: Has GPS grid to snake. Can't find snake. Back to base for crew rest and the club and some sort of drink called "The Snake."
- Ranger: Plays with the snake, then eats it.
- Military Intelligence: Analyzes all available intelligence and national asset input on the reptilian situation; reports sighting of Godzilla to National Command Authority.
- Judge Advocate General: Advises the snake on the rules of engagement and the law of war as it pertains to the snake and its defensive posture.
- Quartermaster: Captures snake and applies a National Stock Number (NSN) to it. Implements a Found On Installation (FOI) procedure and picks up snake on property book. Has company commander sign hand receipt for "Snake, Green, One Each," as non-expendable unit property.
- Navy SEAL: Expendes all ammunition, several gre-

nades and calls for naval gunfire in a failed attempt to kill the snake. The snake bites the SEAL then retreats to safety.

- Artillery: Kills snake, but in the process kills several hundred civilians with a massive TOT with three FA BDEs in support. Mission is considered a success and all participants (cooks, mechanics, clerks) are awarded Silver Stars.
- Marine Recon: Follows the snake and gets lost.
- Pathfinder: Guides the snake elsewhere.
- AF Fighter Pilot: Mis-identifies the snake as a Russian HIND helicopter and engages it with missiles. Crew chief paints a snake on airplane.
- AF Pararescue: Wounds the snake in first encounter, then feverishly works to save the snake's life.
- Green Beret: Makes contact with the snake, builds rapport, wins its heart and mind, then trains it to kill other snakes.

A soldier ran up to a nun. Out of breath he asked, "Please, may I hide under your skirt. I'll explain later."

The nun agreed...

A moment later two Military Police ran up and asked, "Sister, have you seen a soldier?"

The nun replied, "He went that way."

After the MPs ran off, the soldier crawled out from under her skirt and said, "I can't thank you enough, sister. You see, I don't want to go to the Border."

The nun said, "I understand

completely.”

The soldier added, “I hope I’m not rude, but you have a great pair of legs!”

The nun replied, “If you had looked a little higher, you would have seen a great pair of balls.... I don’t want to go to the Border either.”

A guy was telling about this girl Sue who disguised herself as a man and joined the army.

“But, wait a minute,” said his friend, “She’ll have to dress with the boys and shower with them, too, won’t she?”

“Sure,” replied the guy.

“Well, won’t they find out?”

The guy shrugged. “Who’s gonna tell?”

At one Army base, the annual trip to the shooting range had been canceled for the second year in a row, but the semi-annual physical fitness test was still on as planned.

One soldier mused, “Does it bother anyone else that the Army doesn’t seem to care how well we can shoot, but they are extremely interested in how fast we can run?”

A redneck girl from down south joins the US Marine Corps. This is the first letter that she sent back home.

Dear Ma & Pa:

Am well. Hope you are. Tell brother Walt & brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before maybe all of the places are filled.

I was restless at first because you got to stay in bed till nearly 6 a.m., but am getting so I like

to sleep late. Tell Walt & Elmer all you do before breakfast is smooth your cot and shine some things. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing. Men got to shave but it is not so bad, they git warm water.

Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc..., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie, and other regular food. But tell Walt & Elmer you can always sit between two city boys that live on coffee. Their food plus yours holds you till noon, when you get fed again. It’s no wonder these city boys can’t walk much.

We go on “route” marches, which the Platoon Sergeant says are long walks to harden us. If he thinks so, it is not my place to tell him different. A “route march” is about as far as to our mailbox at home. Then the city guys gets sore feet and we all ride back in trucks. The country is nice, but awful flat.

The Sergeant is like a school-teacher. He nags some. The Capt. is like the school board. Majors & Colonels just ride around & frown. They don’t bother you none.

This next will kill Walt & Elmer with laughing. I keep getting medals for shooting. I don’t know why. The bulls-eye is near as big as a chipmunk and don’t move. And it ain’t shooting at you, like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don’t even load your own cartridges. They come in boxes.

Be sure to tell Walt & Elmer

to hurry & join before other fellers get into this setup & come stampeding in.

Your loving daughter, Gail

A visitor, returning to Kuwait for the first time since the Gulf War, was impressed by a sociological change.

On previous visits she noted that women customarily walked about five paces behind their husbands.

She observed that the men now walked over 50 paces behind their wives!

She approached one of the women for an explanation: “What enabled women here to achieve this marvellous reversal of roles?”

“Land mines,” replied the Kuwaiti woman.

A young national serviceman is working late at DHQ one evening.

As he comes out of his office about 8 P.M. he sees the General standing by the classified document shredder in the hallway, a piece of paper in his hand.

“Do you know how to work this thing?” the General asks.

“My secretary’s gone home and I don’t know how to run it.”

“Yes, sir,” says the national serviceman, who turns on the machine, takes the paper from the General, and feeds it in.

“Now,” says the General, “I just need one copy...”

An Israeli soldier who just enlisted asked the Commanding Officer for a three-day pass.

The CO says “Are you crazy? You just join the Israeli army, and you already want a three-

day pass? You must do something spectacular for that recognition!”

So the soldier comes back a day later in an Arab tank!

The CO was so impressed, he asked “How did you do it?”

“Well, I jumped in a tank, and went toward the border with the Arabs. I approached the border, and saw an Arab tank. I put my white flag up, the Arab tank put his white flag up. I said to the Arab soldier, “Do you want to get a three-day pass? So we exchanged tanks!”

A man in Amsterdam feels the need to confess, so he goes to his priest.

“Forgive me, Father, for I have sinned. During World War II, I hid a 19 year old female refugee in my attic.”

“Well,” answers the priest, “that’s not a sin.”

“But I made her agree to have sex with me once a week and pay me 20 guilders for every week she stayed.”

“I admit that wasn’t good, but you did it for a good cause.”

“Oh, thank you, Father. That eases my mind. I have one more question.”

“What is that, my son?”

“Do I have to tell her that the war has been over for the past 40 years?”

A new soldier was on sentry duty at the main gate.

His orders were clear.

No car was to enter unless it had a special sticker on the windshield.

A big Army car came up with a general seated in the back.

The sentry said, “Halt, who goes there?”

The chauffeur, a corporal, says, “General Wheeler.”

“I’m sorry, I can’t let you through. You’ve got to have a sticker on the windshield.”

The general said, “Drive on!”

The sentry said, “Hold it! You really can’t come through. I have orders to shoot if you try driving in without a sticker.”

The general repeated, “I’m telling you, son, drive on!”

The sentry walked up to the rear window and said, “General, I’m new at this. Do I shoot you or the driver?”

The sailor came home from a secret two year mission only to find his wife with a new born baby.

Furious, he was determined to track down the father to extract revenge.

“Was it my friend Sam”, he demanded.

“No !” his weeping wife replied.

“Was it my friend Jim then?” he asked.

“No !!!” she said even more upset.

“Well which one of my no good friends did this then?” he asked.

“Don’t you think I have any friends of my own?” she snapped.

Murphy’s Laws of Combat

1. You are not Superman.
2. Suppressive fire - won’t.
3. If it’s stupid but works, it’s not stupid.
4. Don’t look conspicuous - it draws fire.
5. Don’t draw fire - it irritates the people around you.
6. When in doubt, empty the magazine.

7. Never share a foxhole with someone braver than you.
8. Never forget that your weapon was made by the lowest bidder.
9. If your attack is going really well, it’s an ambush.
- 10.No plan survives the first contact intact.
- 11.If you are forward of your position, the artillery will fall short.
- 12.The enemy diversion you are ignoring is the main attack.
- 13.The easy way is always mined.
- 14.If you are short of everything except enemy, you’re in combat.
- 15.Incoming fire has the right of way.
- 16.No combat ready unit has ever passed an inspection.
- 17.If the enemy is in range, so are you.
- 18.Friendly fire - isn’t.
- 19.Radios will fail the moment you need fire support urgently.
- 20.Tracers work both ways.
- 21.The only thing more accurate than incoming fire is incoming friendly fire.
- 22.When the pin is pulled, Mr Grenade is not your friend.

A young, newly promoted lieutenant was sent to the Border for the first time.

During a briefing on landmines, the corporal doing the briefing asked for questions.

The lieutenant raised his hand and asked, “If we do happen to step on a mine, corporal, what do we do?”

“The normal procedure, Lieutenant, is to scream, jump 50 metres in the air and scatter

yourself over a wide area.

A young boy was talking to his father about his experiences on the Border.

“Did you ever kill anyone dad,” the boy asked his father.

“Probably,” said his dad. “I was the base chef.”

A young recruit has lost his bush hat while on a training exercise. He is told that he will have to replace it at a cost of R95.

“Okay,” he says. “Now I understand why a captain in the navy goes down with his ship.”

When returning from the border, some of the national servicemen would send fake letters home to their parents.

These were very official looking documents and were often printed on paper with a SADF letterhead.

Here is an example of one of the letters that was popular in the late 70s and early 80s.

To parents/neighbours/brothers/sisters/relations/relatives of:
Number:

Rank:

Name:

who will be returning from the border after months away on special duty.

The following must be strictly complied with:

1. Lock your daughters away (warn the entire neighbourhood).
2. Fill your fridge with beer or any other alcoholic beverage.
3. Get his civvies out of moth-balls.
4. Ensure that the Hi-Fi is in working order and switch it

to Radio Owambo.

5. Buy dog biscuits.

Very soon the above mentioned soldier will once more be in your midst, dehydrated, demoralised, bossies, sand mad, and eager to resume his place in society as a human being, entitled to human liberty and justice while he is engaged in a somewhat delayed pursuit of happiness.

In making your preparations to welcome him back to civilisation you must make allowances for the unfavourable environmental situation which has been his lot for the past months.

Therefore show no sign of alarm if he:

- Prefers to sit on the floor instead of a chair.
- Always kicks his feet against the steps before entering the house.
- Has a fit at the sight of Bully Beef.
- Tries to buy beer for 25c at the cafe.
- Howls at the full moon.
- Pulls the ring off a beer can and hurls it at a passing car when it backfires.
- Has a braai in the lounge.
- Pulls the wings off flies and watches them for hours on end.
- Tries to conceal his beers as he thinks a PF might spot him and arrest him for smuggling beers.
- Wears only a pair of underpants and sandals.
- Visits the neighbours or the girl across the street dressed only in a towel.
- Screams at anything that reminds him of the army or insults anyone that looks important - even the postman.

When the budget cuts really begin to be felt



If you see him trying to bribe a barman at the backdoor of the bar for more beer, just remind him that there is a bottle store down the road where he can buy beer freely.

Do not worry if he wakes up at midnight and acts strangely - just give him a broom and tell him to patrol the house. But do remember the password when you come home as a broomstick shoved up your rear end is painful.

Ensure that he is properly dressed before going to bed as he may dash out into the garden when the alarm rings in the morning to perform ‘STAND-TO’. By placing the alarm under his pillow or locking the doors, this may be overcome. He may have a tendency to rush to the window at 05h00 in the morning and look for terrorists in the shrubbery.

Don’t scream at him when he tears up the lace curtains in the lounge for a mosquito net as he was used to sleeping under one.

He will probably try to zip up his blankets when he goes to bed at night.

Make all his purchases for him, gently establishing in his mind that threatening, arguing and fighting with shopkeepers is taboo in civilisation.

Be warned that he is used to paying 25c for a beer and does not drink water/Coke/Fanta except when mixing it with alcohol. Under no circumstances may he be served less than one bottle of alcohol or a dozen beers at a time. Liquid refreshments should at no time be served in a glass.

His civilian clothes should not be ironed or well washed.

You may find him at a local building site, dressed in a pair of underpants, holding a bundle of washing, arguing with the builder and shouting that it is his turn to use the concrete mixer to do his washing.

If you find him grovelling around in the children’s sand pit, don’t worry, he is only missing the fine white sand of Owamboland.

His language may be a little embarrassing at first, but in a relatively short time he can be taught to speak normally again.

Never ask him why the boy down the road has a higher rank than he does, and never make flattering remarks about the Air Force or Navy, or you will have to start the language lesson all over again.

A close check should be kept on him when he is in female company.

Life-size colour pictures of girls are very useful for reminding him of what women look like. He will be fascinated by recordings of the clear tinkling way they talk and by the lack of swear words. Although his intentions may seem dishonourable, they are good and sincere.

When he goes to the movies and laughs at horrible scenes, or throws popcorn at people, or makes funny noises, just pretend that you don’t know him and sit somewhere else.

IN GENERAL

- He will prefer to brush his teeth at the garden tap.
- He will prefer to shave in front of a broken window-pane.
- Acclimatise him gradually to warm water and baths to prevent a deep state of

shock.

- As his usual vehicle was a Buffel he may want to swap your motorcar for a Buffel. If such a vehicle is unobtainable he will pack sandbags on the floor and in the boot of your car.
- If sandbags have been placed in front of windows and doors of your home, do not be alarmed.
- When going to the airport distract his attention when the aircraft lands or he will jump up and down making unearthly sounds, which after careful listening, will turn out to be the word ‘Flossie’.
- Ensure that he gets his Scope magazine every week, and don’t be surprised if he pastes the centrespreads on the lounge wall.
- On Sundays he may drive the car to a dam, reverse it into the water up to about boot level and then spend the afternoon jumping off the boot into the water with shouts of wild abandon.

NB: Keep in mind that beneath his tanned and rugged exterior beats a heart of gold. Treasure it, as it is probably the only thing of value that he has left.

GOOD LUCK



Hipe!

media

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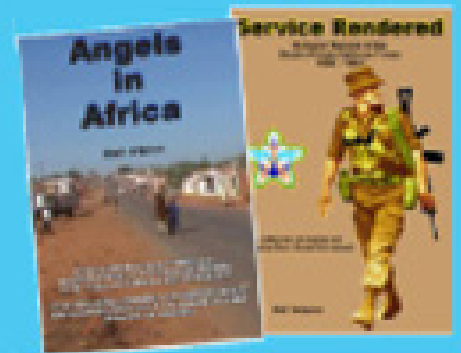
Online Magazines

Flip book magazines with pages that can be turned.



E-books

Produced in any electronic format required.



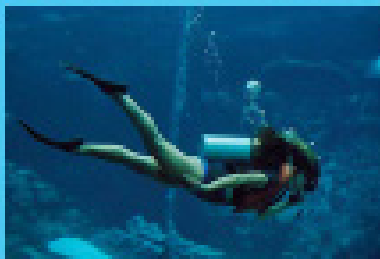
2D & 3D Animation

Produced in any video format.



Video Production

Scripting, storyboard, filming and editing done to any video format required. We also do aerial and underwater video and stills.



Still Photography

If you're thinking digital media then think Hipe Media.