

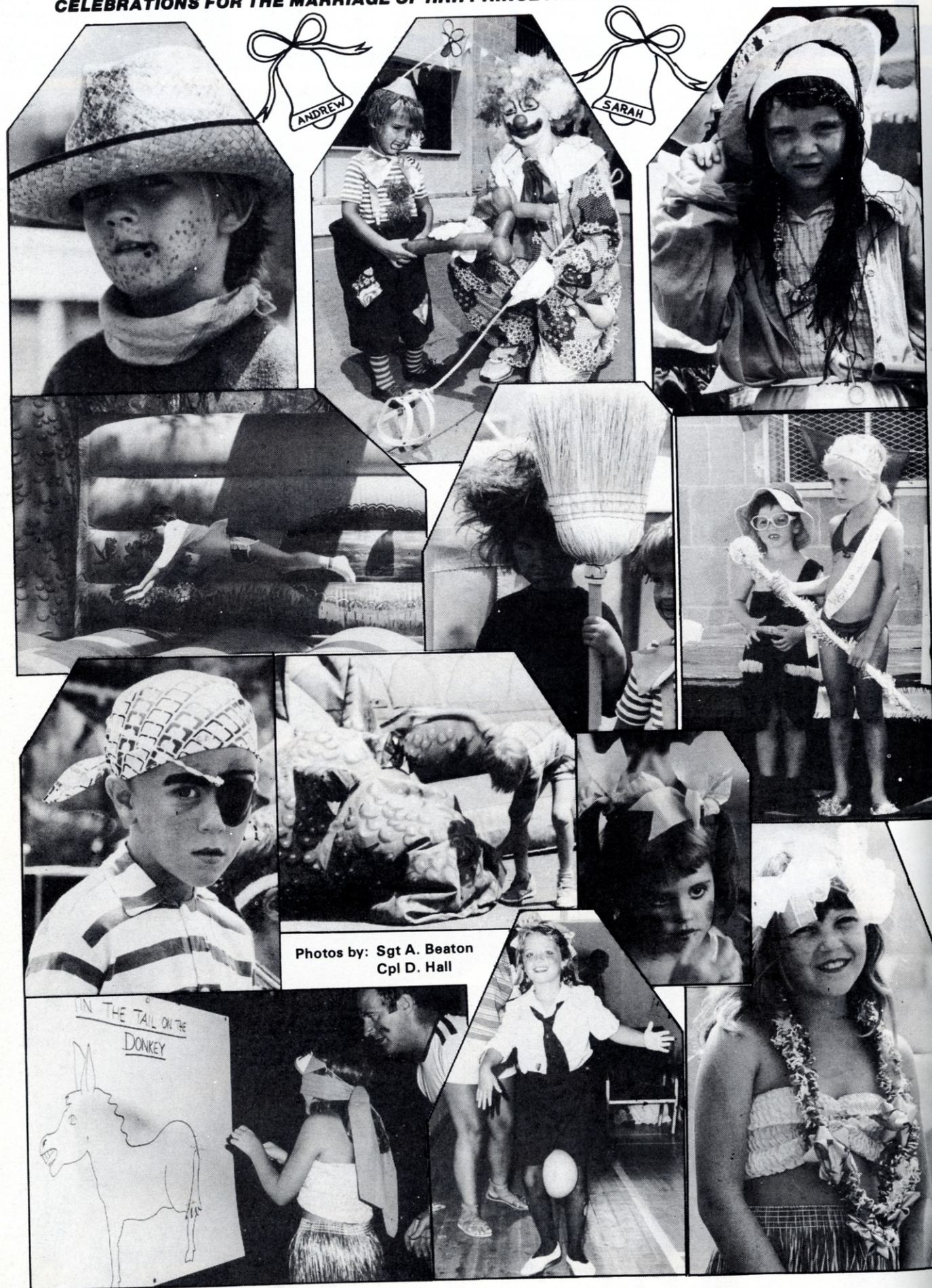
THE BLUE BERET



SEPTEMBER 1986



**STREET PARTY FANCY DRESS
CELEBRATIONS FOR THE MARRIAGE OF HRH PRINCE ANDREW & MISS SARAH FERGUSON**



Photos by: Sgt A. Beaton
Cpl D. Hall

VOLUME 23 NUMBER 9
SEPTEMBER
1986

Published monthly by the Military Public Information Office of the United Nations Force in Cyprus, HQ UNFICYP, P.O. Box 1642, Nicosia, Cyprus. Telephone: Nicosia 464000, Ext. 2235

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The Blue Beret is the house journal of the United Nations Force in Cyprus and as such, is intended to provide a source of information on current events within the Force, on UN matters of general interest and on local tourist advice.

Articles of general interest are invited from all members of the Force. Photographs should be in black and white on glossy paper size 160mm by 210mm. This is an official publication prepared under the direction of the Force Commander. The views expressed are, however, those of the author concerned and do not necessarily conform with official policy.

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Printed in Cyprus by
Stavriniades Press Limited,
Tel. 452525, Nicosia, Cyprus.

Front cover

FERRETS ON PATROL - SECTOR ONE
By Sgt A Beaton

**THE
BLUE BERET**



Editorial

Christmas may still be a very long way ahead, but the competition for the UN card has begun. It is open to anyone in UNFICYP or indeed to anyone who is in any way connected to the force and this includes our various families. There is no limit to the design of the card but as a guideline, any potential artist should consider our role as a peacekeeping force, our multi-national community and dare I say it that Christmas is a Christian festival!

Please also remember that one man's joke could be another man's insult when you are trying to be funny. Nevertheless, please send us your entries either as sketches, paintings or even photographs in colour or black and white, we will select the best one in our opinion and hopefully publish it as our 1986 Christmas Card. You never know, your entry could grace the mantelpieces of the world!

We have invited the Master Driver to write a series of articles concerning "Road Safety". The first one is appearing in this issue of the Blue Beret. Road Safety is everyone's concern, so please take care.

Contents

Street Party	2
Editorial/Contents	3
Heroes Of Peace/Cypriot Hospitality	4
MP Coy Medal Parade/The Neutral Peacekeeper	5
Pictorial News	6/7
"Welcome To Pyla"	8/9
Airborne Signallers in 254 Sig Sqn	10
1st Month in Cyprus/Master Driver Writes	11
Queens Gurkha Engineers in Sector 2	12
The History of 84 Squadron	13
Shoppen - The Shop	14
Sports Page - Shooting Competition	15
Military Skills	16

HEROES OF PEACE



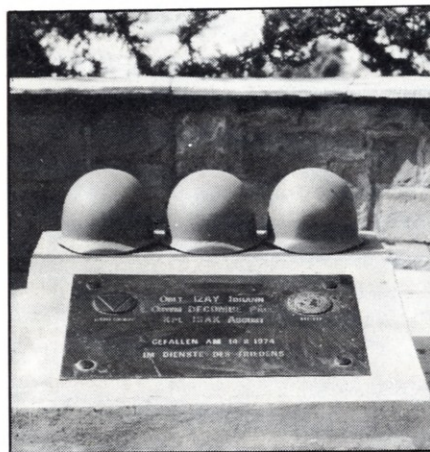
By Capt Dr K Miklautsch



Photos by: Sgt A Beaton

The year 1986 has been declared the UN YEAR OF PEACE, therefore, efforts are made throughout the world to solve all crises and to bring all wars to an end in order to reach the status of peace. Not too long ago, on the 14th of August 1974, three Austrian UN-soldiers, 1/Lt J. IZAY, 1/Sgt P DECOMBE and Cpl A ISAK, were travelling on the Larnaca road in the service of peace, when napalm bombs put an abrupt end to their promising lives.

Even 12 years later, when the CO Sector Six, Lt Col MACHLY, read out the report of the surviving eyewitness of this tragic incident, Cpl F SATTLECKER, all the present UN-soldiers were seized with awe and respect for those that made such a sacrifice to peace.



CYPRIOI HOSPITALITY



A warm summer evening, with pleasant smells of this exotic island in the air and the monotonous but soothing sounds of revved up engines and musical crickets in the background - Could you imagine a better atmosphere for a succesful and unforgettable MEZE for Austrian officers hosted by GkCyp farmers from the DHERINIA-area? We have lost count of the number of courses of this excellent meal, fifteen or more were consumed with chilled beer and Cyprus-brandy. We were greatly impressed by the profound hospitality and cordiality of our hosts that served the very best only. Fortunately, we did not speak about politics but about down-to-earth topics, such as when to harvest ripe water melons or how to make olive oil. Their glittering eyes showed that they were real experts and that they were proud of their work and products. In retrospect we have got to ask the question: Why did



Hosts and guests enjoying each others company and of course the wonderful meze.

they do that? Historically speaking, I am of the opinion that since the beginning of mankind this has been one of the main

characteristics of the people living in this region: friendship, gratitude and hospitality towards people they love and respect.



FINLAND

THE NEUTRAL PEACEKEEPER

By: Capt Juslin
Photo by: Sgt A Beaton

Finland's participation in the UN peace-keeping activities demonstrates her active role in the maintenance of international peace and security, and her peace orientated foreign policy of strict neutrality. So far Finland has taken part in every UN peacekeeping operation since 1956. Here in Cyprus, Finland contributed with a battalion from 1964-1977 and was in charge of Sector 3 in the Nicosia area. The present FINCON - 10 members, consists of 4 Officers, two Under-Officers and 4 policemen.

The Commander FINCON is Major Raimo Koskela and works as the Staff Officer of personnel, HQ UNFICYP. The remaining officers are also Staff Officers working in Operations Branch and Humanitarian Branch in HQ, with the Under-Officers working in Logistics and Humanitarian Branches.



Capt Markku 'taking aim' in the UNFICYP Shooting Competition, in which FINCON came third in the Pistol Team.

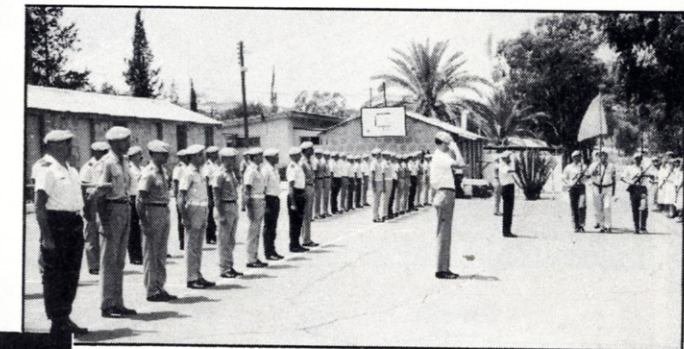
Of the four policemen, one works in the Special Investigation Section and the remaining three in Limassol, Larnaca and Nicosia. In spite of the small size of the

Contingent, its members have taken part in several competitions as members of their branches in HQ UNFICYP or as FINCON members.

MP COMPANY MEDAL PARADE



Signing of the Change of Command Scroll,



Marching on of the UN Flag



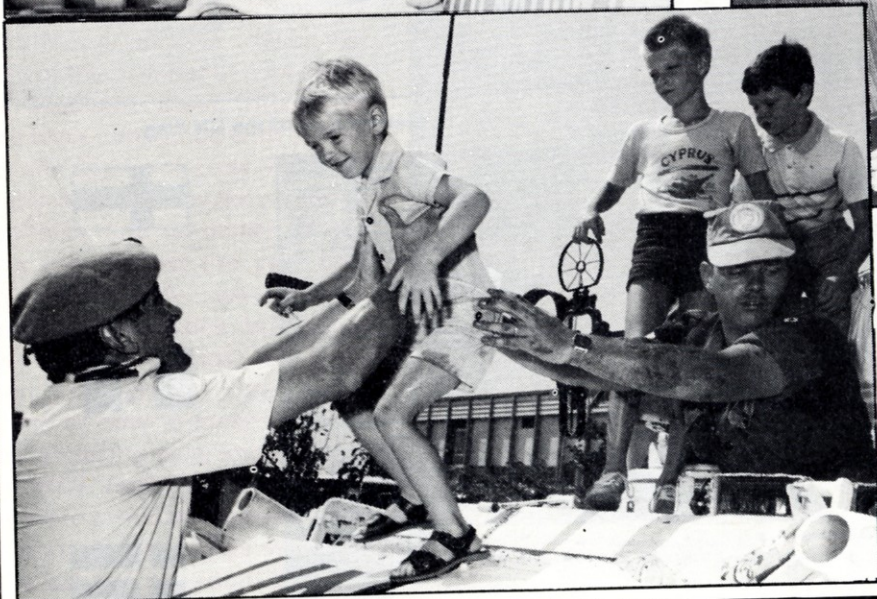
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UNFICYP CHILDRENS SWIMMING GALA



FAMILIES DAY



UP, UP AND AWAY!



Flt Lt Douglas & Flt Sgt Bragg, 84 Squadron, RAF.

On the 13th August 1986, during a routine flight in the Danish Sector, the OC UN AAC, Major ACS Holtom, AFC, who was on his last operational flight for the UN, heard an unusual grating noise from his Alouette helicopter. As he was not far from Sector HQ Major Holtom elected to land at Xeros as quickly as possible. Technical investigations by the flights groundcrew, Sgt Popowitz and Cpl Kelsey, diagnosed a major component breaking up inside the main rotor gearbox. The result of which, if the helicopter had continued flying, would have been catastrophic (would have become as aerodynamic as a brick!). This type of failure is extremely rare with helicopters. The problem was to either change the gearbox at Xeros or "undersling load" the Alouette back to Nicosia. The latter proved to be the simplest option. A Wessex helicopter from 84 Sqn crewed by Flt Lt Douglas and FS Bragg were soon on the scene and slowly but surely the stricken Alouette was returned to Nicosia for repair. As far as it is known, this is the first time that an Army Alouette 2 has ever been "underslung". Two things became immediately clear - do not fly with the OC on his last sortie! OR on the 13th of the month!



CARTOON "HAVE YOU EVER HAD ONE OF THOSE DAYS WHEN YOU FEEL LIKE ARRESTING EVERYTHING...?"



Regards ALO - Flt Lt Tony Cree (CRABCON).



By: Insp M Nordenstedt



WELCOME PYLA

Pyla is the only mixed village within the UN's Bufferzone. Here, side by side live Greek Cypriots and Turkish Cypriots, not in enclaves but scattered all over the village. The inhabitants have various occupations. Many are farmers, shepherds, shopkeepers, waiters and owners of the several restaurants in Pyla. Others work in Larnaca, Dhekelia and on the north side. Some Turkish-Cypriots are pursuing their occupations in Larnaca, but then they have to report to a police-checkpoint in the morning and also when they come home. All the shops are

Kindergarten in the middle of the village is used by children from both communities.

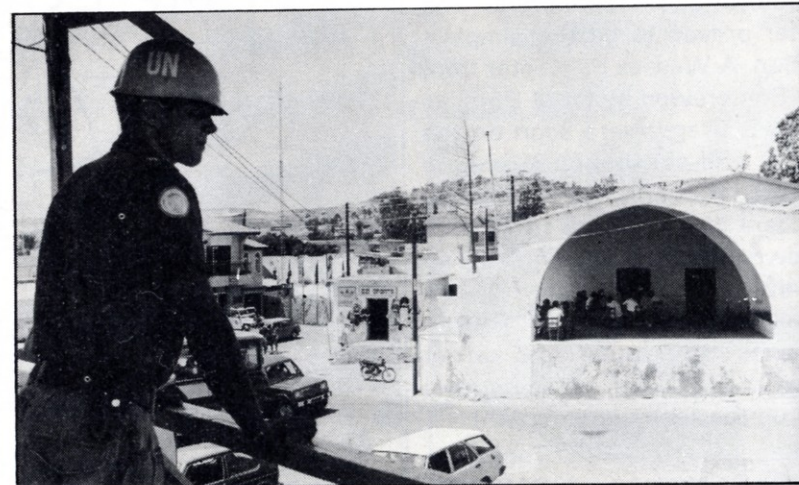
As head of the village, there are two Muktar. A Muktar is an advisor, or you could call him a mayor. The Turkish-Cypriot Muktar is elected and the Greek Cypriot Muktar is appointed to his job. If someone in the village has a problem he first visits his Muktar. Then, if it's a matter for SWEDCIVPOL, they come to us. Since most of the cases we handle are policematters, we must maintain close contact with the



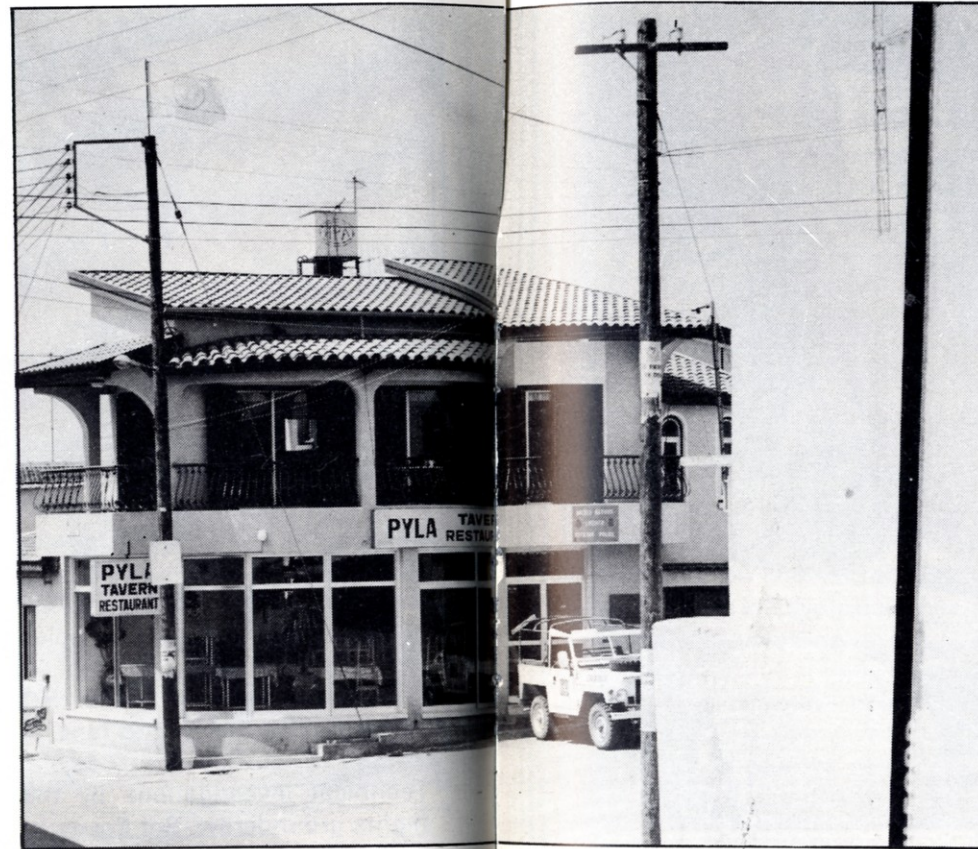
Liason with the local people takes many forms!

owned by Turkish-Cypriots and most of the restaurants are owned by Greek-Cypriots.

Since Pyla is a mixed village, there is almost double of everything. By the village square, we have both Turkish-Cypriot and Greek-Cypriot coffee shops where you can go and have a beer, cup of coffee and a chat with the locals. Behind the Greek coffee shop is a Greek Orthodox church and behind the Turkish coffee shop is a mosque, but without a minaret. There are separate schools but a



All quiet in Pyla



SWEDCIVPOL Station at Pyla

Greek-Cypriot police (CYPOL), Turkish-Cypriot police (TCPE) and with the SBA police. If they do need to take action, whatever it is, they must contact us at SWEDCIVPOL so that we can escort them.



Photo by: Sgt A Beaton



of crimes, traffic accidents etc., we receive good support from the two Muktar and both police forces. By solving the cases as soon as possible we help to ensure a very good atmosphere between the two communities, and the villagers accept us as a part of the life in Pyla. Many of the cases, are reported from the Swedish OP S-29, situated in the village square. The cooperation with the soldiers there is very

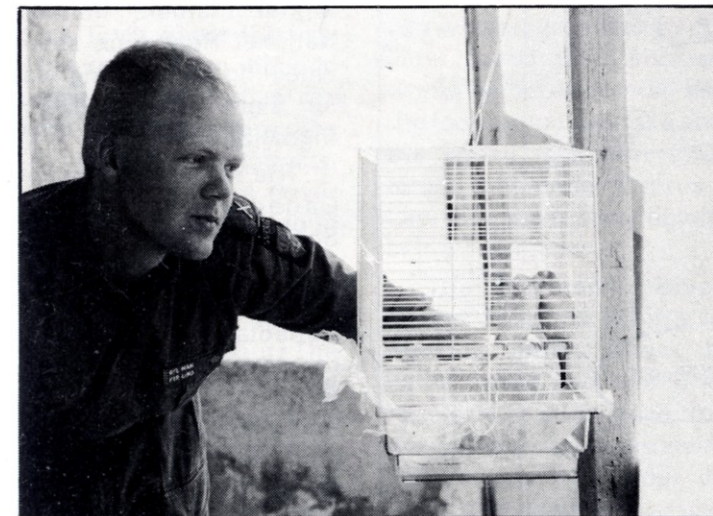


Never mind the quality feel the width!



Swedish soldiers keeping a watchful eye at OP S-29

We carry out patrols in the village and up on the Pyla Plateau. Normally we use foot patrol in the village but on the Plateau we use our motorbike, a Husqvarna 250cc. To help solve the problems



"Who's a pretty boy then"!

good and so it is with the whole platoon. They have their platoon camp within Pyla, Camp Carl Philip and is commanded by Capt Svensson and Lt Selin.

The biggest problem is when people take photographs. This is prohibited in Pyla. When the soldier at OP S-29 notices someone taking pictures, he first speaks to the person in question. If that doesn't help, he calls SWEDCIVPOL to take action.

Always feel welcome to visit us in Pyla, where we can always offer you a cup of Swedish coffee!



AIRBORNE SIGNALLERS IN 254 (UNFICYP) SIGNAL SQUADRON

By Lt Yung Jin Hou

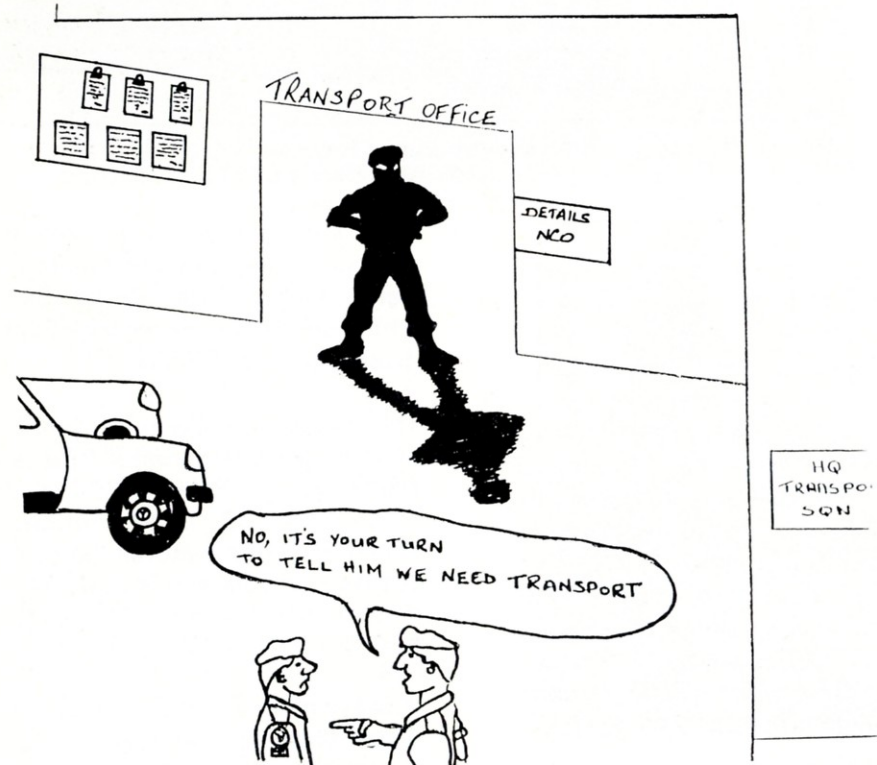
The fourteen Canadians serving in 254 (UNFICYP) Signal Squadron are said to be the only augmentees who draw support from the Canadian Contingent in Cyprus, yet they do not support Sector 4. Because of this anomaly, Canadian members of the Squadron, for better or worse, have remained independent and separate from the rest of the rotating Canadian Contingents. But with the arrival of the Canadian Airborne Regiment in September, Canadians in 254 Signal Squadron will certainly feel at home with those in Sector 4. The home unit for over half of the fourteen Canadians in 254 Signal Squadron is the Canadian Airborne Headquarters and Signal Squadron. This includes OC Radio Troop and Troop Sgt - Lt Jeff Drummond and Sgt Sven Bolke respectively.

It was not by coincidence that there are unusually so many



Cpl Van Schepdael

CARTOON



members of the Cdn AB Regt in 254 Signal Squadron. It was a deliberate intent of the CO of AB HQ and Signal Squadron to put as many young and eager paratrooper-signallers in Cyprus. With the few established positions for signallers in Sector 4 Signal Platoon, including the National Rear Link section, the wheeling and dealing was made for signaller positions in 254 Signal Squadron.

The relationship between the Canadians in 254 Signal Squadron and Sector 4 should be a love and hate one, especially in UNFICYP competitions. Canadians in the Squadron, representing the predominately British UNFICYP Support Regiment, will definitely be out to beat their counterparts from Sector 4, representing CANCON.

Photos by: Sgt A Beaton



1st MONTH IN CYPRUS

BY LT SP JANION

1st Troop, D Squadron, 1st The Queen's Dragoon Guards arrived in Cyprus at the beginning of July and spent their first month working from the Salamis Carton factory, which is now OP A20 in the Austrian sector of the UN Buffer Zone. AUSCON is the most easterly of the five sectors and stretches from the SBA around Dhekelia to the coast south of the deserted holiday resort of Varosha.

Openly patrolling the dusty track that runs from the SBA road down to the coast, flanked on either side by the Turkish and Greek OPs is obviously different to the type of soldiering to which we are accustomed back in England. However, as we trained extensively on the Ferret Scout Car before we left there have been no problems adapting to our UN role and our Reconnaissance Regiment background means that understanding observation is already an important part of our training in UK. Patrols last

between 2 and 3 hours during which time we observe and report on any activity occurring on either side of the Buffer Zone. Life is fairly quiet down at this end of the island and on days off there is time for trips to Larnaca or to the beaches around Ayia Napa, where the ability to observe carefully is again very important!

We have quickly developed a liking for, and a good working relationship with the Austrians.

As opposed to other Scout Car troops living on the line, we live and eat separately from our hosts although our rations all come from their main camp in Famagusta. We have enjoyed rekindling our friendship with the Austrians once again as the QDG cap badge is the double-headed eagle of the Hapsburg - ruling family of Austria in the last century, whose Kaiser, Franz Joseph, was our Colonel-in-Chief.



Troop Leader Lt Janion and Troop Sergeant Sgt Sweet



In an effort to increase road safety awareness the Blue Beret magazine will, for the next few editions feature an article on road safety from the Master Driver Cyprus WO1 Dodgson RCT. To begin the series, this month we feature a topical article on defensive driving, now that the roads are crammed with tourists in hire cars. Cars where the first letter of the registration is Z and have number plates with a red background (Z cars) are hire cars and are mainly driven by tourists. You can be sure that the driver and passengers will be looking at the scenery more than the road. No doubt they will all have some alcohol inside them; after all isn't that what holidays are about? The roads all over the island are therefore going to be full of a worse class of driver than normal. We can cope with this tourist offensive by making our driving defensive.

MASTER DRIVER WRITES

The first thing to do is watch your speed, the tourist wont watch his. It doesn't mean a defensive driver is always a slow driver, except when conditions demand it. Common sense blended with driving skill will tell you when it is safe to go up to the legal speed limit and when it would be better to hold back. Let the fool behind overtake and get to the speed trap first and don't forget that under Cyprus Traffic Law you must slow down when being overtaken.

The defensive driver will always keep his vehicle in good working order. Check brakes, lights, tyres and tyre pressures regularly in addition to the other normal first parade servicing jobs. Ensure you wear your seatbelt when driving and never drink and drive.

Defensive drivers don't follow the car in front too closely. A general rule is the "2 second rule", ie leave at least a 2 second gap between you and the vehicle in front.

Read the road well ahead, anticipate Z cars stopping or turning suddenly without warning, in fact, expect them to do it. Also be on the lookout for other road users such as motorcyclists, pedal cyclists and pedestrians. You can't always be sure of what they will do next.

No matter what the situation stick to the tried and tested driving plan of MIRROR-SIGNAL-MANOEUVRE carried out in an unhurried manner. When executing the plan consider other road users. Above all, remain calm and expect the unexpected from the sun seeking Z car drivers.

QUEEN'S GURKHA ENGINEERS IN SECTOR 2



By: Lt Judbahadir Gurung

The Gurkha Engineers were heavily committed in Borneo from the Brunei revolt in December 1962, until the end of the Indonesian confrontation in August 1966. They were involved in the most interesting work in their history, supporting the Infantry by building camps and helicopter landing pads and learning watermanship skills. In addition, they helped develop the infrastructure of the Borneo State, building eight airstrips, over twenty miles of road and a village resettlement scheme, as well as smaller scale 'hearts and minds' operations among the villagers.

When the men from 69 Gurkha Independent Field Squadron Detachment were anchoring the OP at B36 after it had been blown over, a protest was made as it was not believed that we were UN troops. This was one of the many small incidents that have bewildered both communities and UN forces, as people have tried to work out who these brown skinned Asians are!

Gurkha's, who are natives of the Kingdom of Nepal, were first introduced into the Royal Engineers in 1948. The first squadron, 67 Field Squadron RE, being formed in Malaya. They saw great activity during the Malayan Emergency as part of the Brigade of Gurkhas.



Spr Padambahadur Gurung



LCpl Gauprasad Rai

69 Gurkha Independent Field Squadron was formed in 1961 only to be disbanded in 1968, after six years active service, due to defence cuts. Reformed in 1981, they have served in a variety of engineering tasks. This trip is no exception, since our arrival in Cyprus in early June with 3 PARA, Sector 2, we have been kept extremely busy with works



ranging from replacing bulbs to cleaning sewage blockages at St Davids Camp. The individual tradesmen have been able to demonstrate their skills in a realistic situation. The greatest satisfaction that we can derive from this work is to keep our 'clients' happy and in this respect we can never be complacent.



Cpl Kauprasad Pun

Our main task is to maintain all the OP's in the BRITCON Sector but at the same time we do other minor project work to improve the facilities. We have already started to re-wire B18, as well as tile the kitchen walls. We hope to construct the operations and rest room at B33, which should undoubtedly stretch us all and keep us busy for a long time.

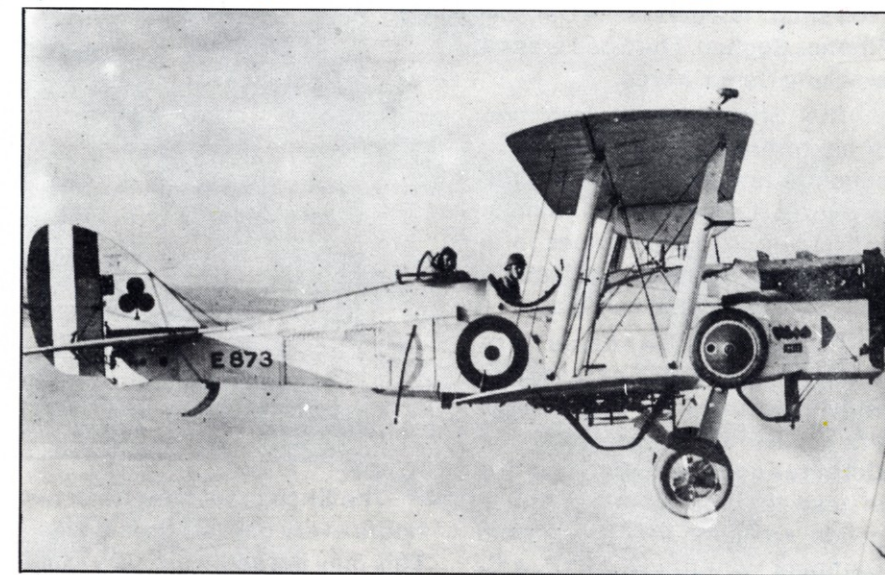
We are proud to be a part of the United Nations Force here in Cyprus, it is only the second time that Gurkha engineers have been privileged to be here. We are looking forward to the BRITCON Medal Parade on the 19 September, when we hope to display some Kukri Dancing as a prelude to the actual parade.

WHERE 84 SQUADRON BEGAN



The motto "Scorpiones Pungunt" - Scorpions Sting was chosen a long time ago, early in the history of the Royal Air Force. Little did our predecessors realise that the role of the squadron was to continue for almost 70 years -the sixty-sixth anniversary was on 13 August 86. The squadron role has always been in support of the army, reacting when called upon, to produce the required sting.

We were formed in January 1917 as a bombing squadron but by October the role had changed to a fighter squadron and we moved to Estree Blanche in France and continued offensive patrols and ground attack until armistice. August 1919 we were returned to England and in 1920 we began our present life overseas. We started off at Baghdad, in support of the army in the Samaura-Remeitha operation in the Euphrates Valley. Shaibah was our next base, carrying out police duties and carrying out raids in Southern Iraq. Ur became our headquarters as we bombed the area south west of the Euphrates and by 1930 we were fighting the rebels in Kuwait. When war broke out in 1939 we were not moved to Aden as expected but remained in Iraq on the Shatt-el-Arab and Persian Gulf Defence Scheme. A move came in September 1940 to a base at Heliopolis. Another change of



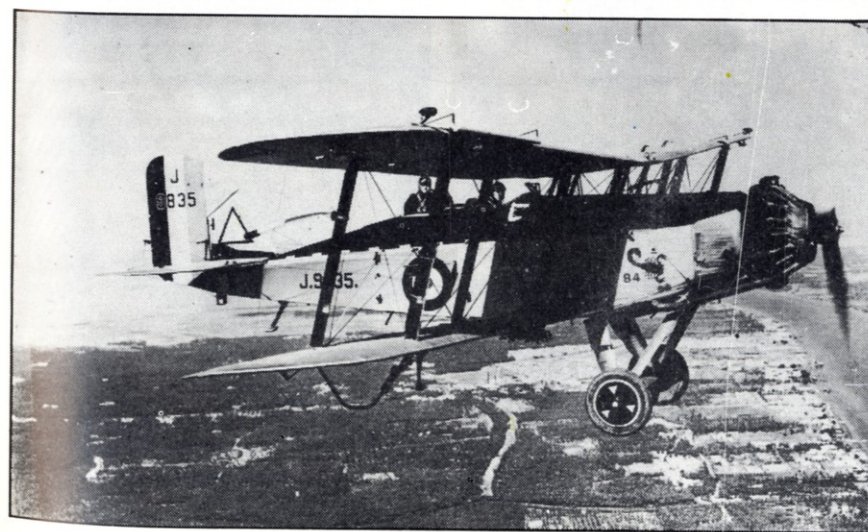
Westland Wapiti - Iraq 1935

location to Agir provided new targets at Ryak, Damascus and Palmyra. Within a year we were back in Egypt in support of the battle for the Western Desert.

With trouble hotting up in the Far East we moved to Palembang against the Japanese in Sumatra. After the capitulation, the squadron made its own way back by various routes to India. From there we continued the operation against the Japanese in Imphal and Chindwin Valley. We moved to Ceylon in order to plan for Operation Zipper in Malaya but this never took place and from Oct 1945 we were based in Singapore

and then Kuala Lumpur in support of the army. In 1948 we were back in Iraq and by 1950 had found our way to Singapore fighting the terrorists in Malaya. In 1953 we returned to the Middle East -Fayid, before arriving at Nicosia in March 1956. Within a year we were back in Aden operating out of Khormaksar and eventually also out of Eastleigh in Kenya. Aden closed down and we moved to Sharjah and then to Muharraq. We liked Cyprus and managed to return here on 17 January 1972. Two flights were formed, one at Nicosia in support of the United Nations and the other at Akrotiri responsible for Search and Rescue in accordance with International agreements. In 1982 the Nicosia flight moved to Akrotiri with the introduction of the Wessex Helicopter.

We are now a multi-role squadron but still have strong links with the army. Our tasks include Support of the United Nation Forces in Cyprus, support of the British army, Search and Rescue duties. Medical evacuation and normal passenger communications flying. Within the last year our helicopters have been to Rhodes, Antalya, Beirut and Tel Aviv.



DH 9a - Iraq 1918



SHOPPEN - THE SHOP

By Pte Dittmer

"Shoppen" which is Danish for "the shop" is a part of the Dancon Finance Section. The Shop is sited in Viking Camp, Xeros.

The Shop is split into two departments: one for daily supplies and the second is the Souvenir Canteen with almost everything from perfumes and UN-towels to stereo equipment, video recorders and cameras.

These merchandises are ordered through catalogues which can be found in the Shop, the orders are telexed and the Duty Free goods arrive in the Shop in less than four weeks. These goods are sent to Cyprus from Denmark with the SCACYP, a C-130 Hercules which goes from Denmark to Larnaca every third week.

Of course not all goods are sent from Denmark, once every week the Shop-keeper "goes shopping" in Nicosia. While he is in town he also makes new contacts, for several reasons. If somebody orders special items that may be found in Nicosia, or if consumers require advice, the specialists down town can normally help.



The Shop is open for trade two hours every day, six days a week. This may not seem like very much but from 7-10 a.m. every day the Shopkeepers, Sgt H Christensen and Pte K Ringgaard, prepare for opening hours by filling shelves, making repairs and many other things.

Actually this little shop isn't "so" little. The total amount of money which is realized every month is as much as £C 20,000! and 10% of these funds are pure profit with an ear-mark saying "Dancon Welfare", so this way we pay a part of our own welfare.

You are able to get almost everything through the Shop, but as they say: We've got the impossible, miracles are four weeks for delivery.



SP REGT MARCH AND SHOOT



Sgt Stonier, Sig Sqn, attending a "casualty".

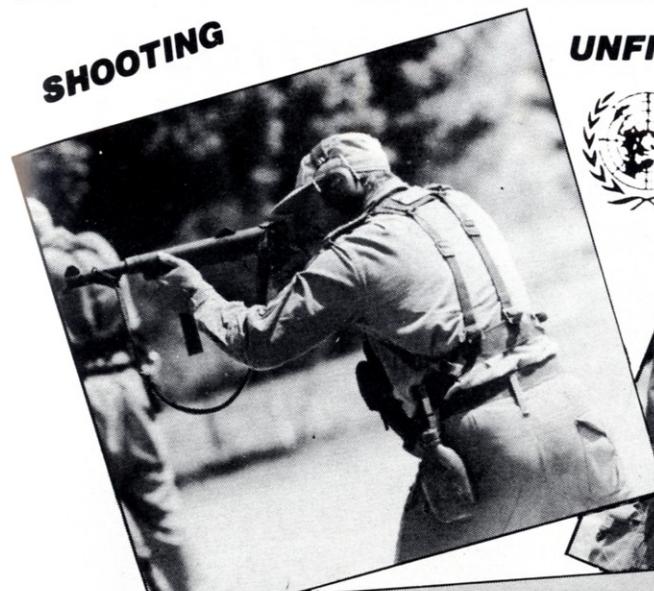


Cpl Kelly RCT checking the webbing weight



Cpl Babbage, Sig Sqn, being shown how to deal with certain injuries

SHOOTING



UNFICYP



COMPETITION



WINNERS

FALLING PLATE
SECTOR TWO

RIFLE
PTE RICHARDSON - SECTOR TWO

SMG
WO1 CAITHNESS - SECTOR TWO

PISTOL
MAJ SVEJSTRUP - SECTOR ONE

RIFLE TEAM
SECTOR TWO

SMG TEAM
SECTOR TWO

PISTOL TEAM
SECTOR ONE

OVERALL WINNERS
SECTOR TWO



UNFICYP MILITARY SKILLS COMPETITION

