

THE DEFENCE FORCES MAGAZINE

# AN COSANTÓIR

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October 2011



## CAVALRY DAY

## AIR CORPS REMEMBERS

## RESERVES ARE 'FIT TO FIGHT'

# FORFAIRE AGUS TAIRISEACT (VIGILANCE AND LOYALTY)

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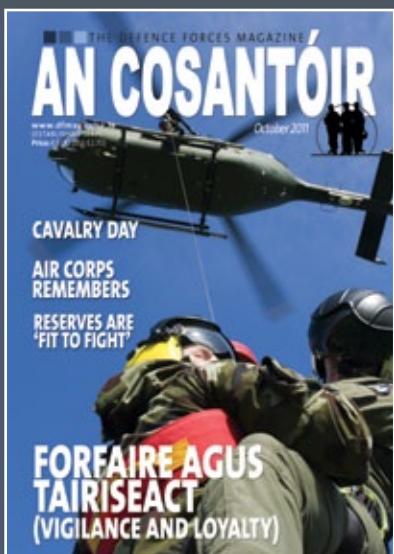
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**Front Cover:**

Winch Exercise with No 3 Ops Wing.  
Photo by: Armn Paddy Reilly (105 Sqn)

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# EDITORIAL

**H**ello readers, please accept our apologies for the change of location for our annual 10K road race, unfortunately we didn't get the memo on the park closure in time! We didn't get our new website launched last month, because of this we made the online version free again last month. This months issue is bumper packed, our *On Parade* pages feature our regular reader's photos, and we have renamed pages 8-9 to 'In Focus' were we can showcase small features on people, places, courses etc. this issue we honour our Congo veterans. In *Strategic Review* this month we have an article on the Air Corps with Brig Gen Paul Fry (GOC Air Corps) by Wesley Burke. We have a very heart-warming article about the recent *Tpr Mullins Memorial* by Brig Paul Pakenham (GOC 1 S Bde). In our *Def-Tec* centrespread we have a photo montage of Cavalry Day, where the newly refurbished Sliabh na mBan Rolls Royce armoured car was unveiled by An Taoiseach. Our *History* article is a very interesting on the 50th anniversary of Cadet Ron McPartland's successful ejection from a Vampire Jet. The *RDF* feature this issue is on a PT Leader's course, we now have a long queue of articles lined up from our Reserve colleagues (but keep them coming!). In *Sport* we have a cycle touring guide out to Howth Head, in *Gadgets* we have a great review by Robbie Lawless from the Great Outdoors store along with our other regulars - *Tac Aide*, *Reviews* and *What I Do*.

The staff would also like to welcome Airman Neville Coughlan to the team as the new DF PR Photographer, and all the best to our new Connect Newsletter Editor Cpl Paul Millar who joined us last month from the 5 Inf Bn. I'm sure they will enjoy the change, and start to make our media team and publications stronger and better!

*Wayne Fitzgerald*

Sgt Wayne Fitzgerald  
Editor



**An Cosantóir 10k - Baldonnel**

# ON PARADE



## GHARDA ONÓRA ▲

On 5 Sept 2011, Mr Alan Shatter TD (Minister for Defence) visited Dún Uí Mhaoliosa, Galway. Lt R. Quinlan Escorts him on his inspection of the Guard of Honour, drawn from 1 Cn Cóis. Photo Courtesy of Sgt Anthony Feery (HQ 4 W Bde).



## CONGRATS ▲

Congratulations to the 49th Naval Service Cadet Class who where Commissioned on the 9 Sept 2011. Photo by A/Sea David Jones.

## ON TARGET ▼

Seen here is the 5 Inf Bn Shooting Teams with OC Lt Col Monaghan, Brig Gen Dennis Murphy (GOC 2 E Bde) holders of the Combined Weapons Trophy (Won by 2 E Bde), and the Marksman Cup at this years All Army Shoot.



## ON TARGET ▼

4 Fd Arty Regt were on target recently when they won the 4 W Bde Anti-Tank Competition. (L/R): Lt Emmot Gallagher (Coach) Gnr Anto McArdle, Cpl Stephen McNamee, Gnr Lee Scally and BS Eugene O'Reilly. RSM Noel O'Callaghan (4 Fd Arty Regt/104 Inf Bn).



## FOR THE CHILDREN

Members from 13 IR Comp EUFOR BiH presented a cheque for €1,300 to the Children's Medical and Research Foundation in Crumlin. Seen here are (L/R) Cpl Gavin Holligan, Mr. Gerry Cully (Community Fundraising Manager) and Cpl Paul Millar. Photo courtesy of Cpl Gavin Holligan (LBC, DFTC).



## WITH THANKS ▶

On 20 of July 2011, the Pte's Club Sarsfield Bks presented a €1,050 to Capt Caitriona McDonagh on behalf of TLC4CF (Tipperary, Limerick & Clare for Cystic Fibrosis). Pictured here (L/R): Pte John Thompson, CS Stan Hurley, Pte John Hartigan, Capt Ger O'Donovan, Capt Caitriona McDonagh, Pte Ger O'Gready and Lt Col Brendan O'Shea (OC 12 Inf Bn). Photo by CQ Ger Cosgrove (RDF HQ).

## IN MEMORY

The Cobh and Commander George Crosbie Branches of ONE held a combined "Lá na bhFiann" (Commemoration Day) for deceased members at the Naval Base, Haulbowline on Sunday 3 July 2011. Photo courtesy of Mr. Domhnall MacCarthaigh (PRO Southern Area Council ONE).



## FOND FAREWELL ▲

Pictured prior to his retirement from the Defence Forces after 42 years service, is Sgt Denis Barry, who was an instructor on a recent GPMG SF Cse with the 67 Res Inf Bn. Back row (L/R): Pte C Carragher-Smith, Cpl A Markey, Pte D Reel, Sgt D Barry, 2/Lt D Durnin, Lt J McGuinness and Capt F Brady. Front row (L/R): Pte D Reid, Sgt G Collins, Cpl C McKeown and Pte M Formaniukaite. *Photo courtesy of 2/Lt David Durnin (67 Res Inf Bn).*



## FIRST TIME ▲

The DFTC team who won the 2011 Chaplains Cup, All Army 7-aside hurling competition for the first time ever since the competitions inception. Back row (L/R): Lt. Col Brennan, Col Beary, Pte Keogh, Capt Molumphy, Apr Whelan, Cadet Lanigan, Tpr Gore and Mons Eoin Thynne. Front row (L/R): Lt Bonus, Pte Shaw, Pte Mallon, Lt McInerney and Comdt O'Shea. *Photo courtesy of Capt Molumphy (Mil Col, DFTC).*

## ON YER BIKE ▼

In Jul 2011 members of Tpt Coy SSU had a sponsored cycle from the Tpt yard in the Curragh Camp to Wexford Town in aid of St Brigid's Hospice on the Curragh. Photo shows the cyclists presenting a cheque for €2,500 to members of the Hospice. *Photo By Sgt JJ Ryan (HQ DFTC).*



## IRISH, LEBANESE ARMIES IN EXERCISES

Irish peacekeeping soldiers and the Lebanese Army have opened fire on targets at sea off the coast of Lebanon in joint exercises. The live-fire exercises involving various weapons including artillery, machine guns and armoured vehicles happened a kilometre from the headquarters of the United Nations Interim Force in Lebanon (UNIFIL) in Naqura, south Lebanon. The exercise, codenamed 'Neptune Thunder', also involved elements from the French, Indonesian, and Spanish forces with UNIFIL.

*Sunday Independent, 11 Sept 2011*

## DEFENCE FORCES PASS DRUGS TEST

Less than 1pc of personnel from Defence Forces, who were tested for drugs in the past year, have proved positive. Tests were carried out on a total of 1,586 members with seven, or 0.44pc turning out to be positive. The figures are contained in the organisations annual report, published last night. The Defence Forces policy has earned it a reputation as one of the leading organisation in the country in relation to workplace testing.

*Irish Independent, 15 Sept 2011*

## WRITER RELIVES CONGO WAR

An Irish 'Band of Brothers' – hailed as Congo war heroes – are to be remembered in a new book. The heroism of the troops, in the Battle of the Tunnel, is being celebrated in a new book to mark the 50th anniversary of the deadly encounter.

*Evening Herald, 17 Sept 2011*

## What the Papers Say...

### LANDMINES SHOULD HAVE BEEN FOUND AND CLEARED

A review published yesterday into the deaths of three Irish soldiers, killed in a landmine explosion while serving with the UN in Lebanon on March 21st, 1989... Mr Shatter commended serving and retired members of the Defence Forces for their support and co-operation with the inquiry. He said it was "testament to the deeply held values of integrity and honesty among our Defence Forces personnel... all those interviewed co-operated conscientiously. We must learn from the past. I believe that the Defence Forces have learned from this failure to undertake an adequate threat assessment and deploy all necessary assets to protect our personnel, wherever they operate. "Three men have died and three families have been bereaved and devastated by their loss. Our thoughts at this time must be with them."

*Irish Times, 20 Sept 2011*

## CHARTING A NEW COURSE

It's exactly 16 years since women were admitted to the Irish navy. Lorraine Wall met some of the high-ranking officers and new recruits who have chosen a career on the high seas. This month marks the 16th anniversary of women in the Irish Naval Service. Although the rules changed in 1994, it was another year before the first successful candidates came 'on board'. Females now make up 7% of the current staff of 1,009 and their duties include everything from charting courses across the Atlantic to boarding vessels, and fixing machinery in the engine room.

*Irish Examiner, 17 Sept 2011*

# IN FOCUS

## VETERANS REMEMBER

50th Anniversary of the 36 Inf Battalion (United Mission ONUC)

BY SGT WAYNE FITZGERALD PHOTOS BY ARMN NEVILLE COUGHLAN

On the 30 Aug 2011, I met with some members from 'A' Coy, 36 Inf Bn – who served in the Congo 50 years ago. Here is a brief glimpse of their memories:



**PTE JOHN WOOLLEY**

**Unit:** Spt Coy, 2 Inf Bn

**Service:** 6 years, Enlisted 1 Jan 1960  
**Overseas:** 34, 36, 2 Inf Gp – Congo and 41 Inf Bn – Cyprus

*"I was at the now famous 'Battle of the Tunnel', and one of my favourite memories is of our Pln Sgt Joe Scott, he was a great man and one who I greatly admire to this day"*



**PTE TONY CONFREY**

**Unit:** 5 Inf Bn

**Service:** 3 years, Enlisted in 1960  
**Overseas:** 36 Inf Bn

Served as a Marksman on the Vickers Machine and was also at the Battle for the Tunnel. *"My first experience was just before landing on 'Chalk 2', we received gun fire from the ground. On later inspection, we discovered 40 hits on the fuselage; two storage tanks were leaking aviation fuel. Our biggest fear was unloading the US Globe master in double-time wearing hob-nailed boots".*

*"Within two days we had our first casualty, Cpl Mick Fallon (5 Inf Bn) and within a week at Liege Crossroads, we came under heavy mortar fire for many days. Where I received shrapnel wound to my hip, I was medically treated locally and then about fifteen years later I was still being treated and doctors discovered more shrapnel".*



*CQMS Clarke's photo album, where every page tells a story*



*Pte Confrey's memorabilia including his latest piece of removed shrapnel*



**CQMS JAMES 'NOBBY' CLARKE**

**Unit:** 2 Garrison S&T

**Service:** 43 years, Enlisted in 1959

*"We all have many memories of our service with A Coy and it is very difficult to condense them into a few words. However, our long haul flight of 24 hours duration Dublin - Tripoli - Kano - Leopoldville and finally Elizabethville and a very hostile 'Reception' we got. We went out as Peace Keepers but overnight we became Peace Enforcers. One will never forget the prolonged bombardment at Liege Crossroads which included mortar, small arms and sniper fire and eventually leading up to the capture of the Tunnel - Our Tunnel. As a result of*

*many acts of bravery and courage displayed by the members of A Coy, it later became the most decorated sub unit in the history of our Defence Forces - with the award of 14 Distinguished Service Medals an achievement unlikely to be surpassed. A conventional war fighting company-in-attack action had not, nor since, been undertaken by the Irish Army in combat. During the hostilities of that December we suffered 4 fatalities - Lt Paddy Riordan (DSM) & Pte Andy Wickham both Killed in Action (KIA), Sgt Paddy Mulcahy (DSM) & Cpl Mick Fallon both died from wounds received in earlier actions. In addition 14 more were wounded - some seriously. An Annual Commemoration is held in December to remember our comrades who made the ultimate sacrifice and those who have died since". See reunion information on our Noticeboard page.*

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# Fallen Hero Honoured

BY SGT WAYNE FITZGERALD

PHOTOS BY ARMN NEVILLE COUGHLAN

**O**n the 30 Aug 2011, a lecture room in Cathal Brugha Bks was named in honour of a fallen colleague of the staff of the 2 E BTC. The Private Killeen Lecture Room, located in 'B' block on the main square. Pte 810242 Gerard Killeen joined the Defence forces in Feb 1952, after serving 6yrs in the 2 Inf Bn, he then transferred to the CTD E (now 2 E BTC) on his qualifying as a cook, this was following in his fathers footsteps.

In Aug 1960, Pte Killeen was deployed overseas to the Congo as a Peace Keeper with 'A' Coy, 33 Inf Bn. As part of a 706 strong Bn with the newly founded UN mission ONUC (l'Opération des Nations Unies au Congo). The Congo was only granted independence on 30 Jun 1960, after almost a century of Belgian rule. This was the first armed overseas mission undertaken by the Defence Force since the foundation of the state.

Pte Killeen was killed on the 8 Nov 1960 at a river crossing near the village of Niemba in Katanga, when an eleven-man Irish patrol was ambushed by Baluba tribesmen. This was, and still remains, the greatest loss of life for the Defence Forces in a single incident overseas. Pte Gerard Killeen was posthumously awarded An Réalt Mileata - The Military Star. ■

**810242 - Private Gerard Killeen**

Private Gerard Killeen was born in Dundalk, Co. Louth on the 11<sup>th</sup> of January 1933. He joined the Defence Forces on 9<sup>th</sup> of February 1952. He was posted to the 2 Infantry Battalion after recruit training where he initially trained as a mortar man. After 6 years in the 2 Infantry Battalion he followed in his father's footsteps and qualified as a cook. Very shortly after receiving this new qualification he obtained a transfer to the CTD E (Command Training Depot East) which is now identified as the 2 E BTC (2 Brigade Training Centre East).

Private Killeen got married to his wife, Catherine, on the 31<sup>st</sup> August 1957 in Mourne Road Drimnagh.

In August 1960 Private Killeen was deployed to the Congo as a member of A Company, 33 Infantry Battalion. This 706 strong battalion was part of a UN peacekeeping mission to the Congo that existed during the period July 1960 to May 1964. The Congo had only been granted independence on 30 June 1960 after almost a century of Belgian rule.

This mission marked the Defence Force's first armed overseas mission since the foundation of the state. The UN's Congo venture was known by its French acronym, ONUC (l'Opération des Nations Unies au Congo).

Private Killeen was killed on the 08<sup>th</sup> November 1960 at a river crossing near the village of Niemba in Katanga, where an eleven-man Irish patrol was ambushed by Baluba tribesmen. This was, and still remains, the greatest loss of life for the Defence Forces in a single incident overseas.

Private Gerard Killeen was posthumously awarded An Réalt Mileata - The Military Star.

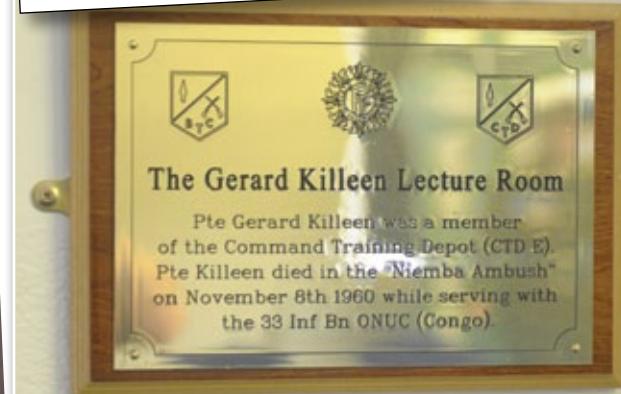
The other members of that fatal patrol were:

- Lieutenant Kevin Gleeson
- Sergeant Hugh Gaynor
- Corporal Peter Kelly
- Corporal Liam Dougan
- Private Matthew Farrell
- Trooper Thomas Fennell
- Private Michael McGuinn
- Trooper Anthony Browne MMG
- 2 Field Engineer Company
- 2 Motor Squadron
- 5 Infantry Battalion
- 5 Infantry Battalion
- 2 Hospital Company
- 2 Motor Squadron
- 2 Field Engineer Company
- 2 Motor Squadron

May Gerard's soul, and all the souls of Defence Forces personnel who died while serving at home and abroad, rest in peace 'Amen'



*The Killeen Room Group: Standing Back Row: Sgt Cole, Cpl Mc Guinness, Capt Freely, CQMS Pender, Cpl McDonagh, Sgt Tuite, Coy Sgt Masterson, Sgt Pearse, Lt Ryan, Lt Whelan, Capt Curtis. Sitting Front Row: Coy Sgt John de Lacy (Retd), Mrs Catherine Homan (Wife), Comdt Maureen O'Brien OC 2 E BTC, Mr Gerard Killeen (Son) and Col JJ O'Reilly (EO 2 E Bde)*



# WORLD STRATEGIC PICTURE



## AMERICAS

Commemorations were held in the **United States** to mark ten years since the 9/11 attacks. President Barrack Obama and former president George Bush Jr attended services at the World Trade Centre. At ground zero a national memorial was opened. President Obama attended further commemoration ceremonies at the Pentagon and at the field in Pennsylvania where one of the hijacked planes crashed.

Oil reserves off the **Falkland Islands** are now estimated to be up to 1.3 billion barrels according to British company Rockhopper. Argentina which claims the Falklands (known as the Malvinas), has banned shipping from its ports that is related to oil development in the area.



**Mexico** declared three days of mourning after 52 people died after a gang set fire to a casino in Monterrey. President Felipe Calderón (above) called it an 'act of terrorism'.

In **Bolivia** the five former army officers were convicted of the deaths of 64 civilians during protests that toppled the government in 2003.

## AFRICA

Colonel Muammar Qaddafi's (below) regimes have fallen after more than 40 years of dictatorship. As rebels took Tripoli, his wife, two sons and daughter fled to **Algeria** while remaining elements of his military retreated across the border into Niger. The international community has pledged to help rebuild the country.



French Woman captured by suspected **Somali Pirates** is released by EUNAVFOR. On 10 September EUNAVFOR Operation ATALANTA assets intercepted and forcibly stopped a suspected Somali Pirate skiff which was involved in the abduction of a crew member from the French Sailing Yacht (SY) TRIBAL KAT. The successful operation resulted in the safe release of Mrs Colombo, who was unharmed. Several people suspected of carrying out the pirating and abduction have been detained.

For the first time since 1962 the **Algerian government** announced plans to allow independent radio and television stations. It is a move by President Abdelaziz Bouteflika to fend off more protests.

## ASIA

**China** takes to the high seas. Its navy launched their first aircraft carrier. The unnamed ship was hailed by Chinese media as the nations emergence as a Seapower. Launched from the port city of Dalian the ship was originally bought in 1998 off Ukraine. The Ukrainians had been originally been told it was going to be used as a floating casino. Two other ex-Soviet aircraft carriers had been turned into theme parks. Up until now China has been the only permanent member of the UN Security Council without a carrier, while its neighbours India, Thailand, and Japan have aircraft and helicopter carriers.



In mid August 12 people were killed in **Afghanistan** when the British Council compound was stormed by the Taliban in Kabul. Later in September the Taliban launched an all out attack in the centre of Kabul. The American embassy and ISAF headquarters and other buildings used by diplomats were attacked. 27 people including 11 insurgents were killed. It took 20 hours for security forces to get the situation under control.

## MIDDLE EAST

Tensions between **Turkey** and the Kurds went to an all time high. In the south east the Kurdistan Workers Party killed nine Turkish soldiers. In retaliation Turkey bombed the rebel group's bases in Kurdish controlled northern Iraq. After a week of air and artillery strikes Turkey claimed it had killed over a 100 rebels.



Relations between Turkey and Israel have seriously deteriorated. On a visit to Cairo Turkey's Prime Minister Recep Tayyip Erdogan (above), was hailed as a hero when he told Arab foreign ministers that recognition of an independent Palestine was an 'obligation'.

Also in **Cairo** a mob smashed through security barriers and broke into the grounds of the Israeli embassy. 80 diplomats and their families left in Israeli aircraft as Egyptian military personnel moved in. Iraq was hit by a series of bombs, most likely set by al-Qaeda. A suicide bomber pretending to be a beggar killed at least 30 people in one of Baghdad's main Sunni mosques.

Tensions mount in **Israel** as it is expected that Palestine will formally ask for UN recognition as an independent state. Israel's army has been training Jewish settlers in the West Bank in case protests break out.

# Forfaire agus Tairiseact (Vigilance and Loyalty)

BY WESLEY BOURKE WITH BRIG GEN W. PAUL FRY (GOC AIR CORPS AND DIRECTOR OF MILITARY AVIATION)

**T**hese are challenging times. There is no doubt that the downturn in the economy, shrinking budgets, and reduced capital spending will have an impact on the Air Corps and Defence Forces. My goal is to get the Air Corps and its personnel through this time whilst maintaining flight safety, operational effectiveness, and efficiency.

In an organisation like the Air Corps people are key, as without trained and motivated technicians and pilots our aircraft and helicopters are useless. If we keep inducting the right people and training them to a high standard, developing them and

their careers, we will maintain the ability to meet any challenges that come our way.

This year has been a big test for us and aside from this we have had some good news with promotions starting to appear. Notwithstanding the promotion moratorium the Air Corps has been allocated one new colonel and two lieutenant colonels to reinstate command and control functions. New captains and commandants have also assisted the junior officers to progress into flight commander and squadron commander positions. Critically, we have also gained through experienced airmen achieving the rank of corporal, not only good for morale, but good for junior technical leadership and maintaining high quality technical performance in the hangars. The benefits to the overall Air Corps mission extends to other essential areas where promotions took place such as flight stewarding, administration, quartermastering, air traffic services and air crewing functions in CASAs and helicopters.

Issues of another type have started to impinge upon our operation through growth in the civilian market starting to attract our personnel out of the service. This is not a new problem for the Air Corps as it has come around twice before in my career and this time it is compli-

cated by being set against the backdrop of taxation on gratuities for the first time. As a new year initiative it has spurred many personnel with over 21 years service to consider their options before this happens and has many experienced personnel considering retirement. Affecting both technicians and pilots it will generate fluidity in our personnel planning process and capability development plans and challenge us to be agile in our thinking and solutions. As a formation in the DF we too are also introducing a new, smaller Air Corps establishment, following on from the Croke Park Agreement. The new model will see the Air Corps 48 personnel 'lighter' but will enable all air operations and training to continue and allow the Air Corps retain its internal functions and operational capability, as far as that can be predicted these days!

Given this background a continuous flow of new personnel is vitally important to the continued effectiveness of the service. The Air Corps has a recruit platoon in training this year, and these new additions to the Air Corps will be very welcome to our team and will be offered interesting and varied career options in air traffic control, crash rescue service, air crewing on helicopters and CASAs, and aerial photography, to name but a few areas. It takes four years to train an aircraft technician through the Apprentice School, on the way achieving recognition from FAS and DIT. The apprentice technician stream also needs filling with new students and the Air Corps is currently working hard to recruit trainee technicians from within the DF to form the next class. The Apprentice School itself is celebrating its 75th anniversary this year, having qualified over 4,000 students since its inception. Its graduates now can be found worldwide in all major airlines, working in and leading technical teams and managing at the highest levels. Also





you will find many in the cockpits of airlines as many graduates took to the air in fulfilment of a lifelong ambition to fly. You'll also find former Apprentice School graduates at senior officer rank in the Air Corps.

Training is a recurrent and important theme for any aviation operation and the Air Corps is no different in this regard. The training of its pilots takes two years before they are awarded their 'Wings' and commission and qualify to join their new units. There are three Air Corps cadets in the Military College in the Curragh at present, with more joining this September, and accordingly it will be 2013 before the first of them get their 'Wings' and commence flight operations.

Our relationship with the Defence Forces today couldn't be better and joint operations with the Army and the Naval Service are continuing to improve and develop, with new interoperability skills being honed all the time. We have several officers in key positions in important directorates, such as Legal Services, Operations, Intelligence, and CIS. Blue uniforms can thus be found all over the DF structure and I think this has certainly enhanced relations between the Air Corps and the rest of the Defence Forces and has led to greater operational effectiveness.

In terms of aircraft strength we have just come through a large procurement phase over the last ten years that has seen the arrival of the Gates Learjet 45 transport and air ambulance jet, the new fleet of Pilatus PC-9M turboprop trainers, two Eurocopter EC-135P2s and six Agusta Westland AW139 helicopters. Both CASA CN-235s have completed a midlife mission upgrade and the engines and airframes have at least another 10 to 15 years service life left. These are strong, robust aircraft specifically designed for operating at low levels over the ocean and their mission equipment is the latest in 21st century technology and a similar 'fit' has also been purchased by the US Coast Guard for their fleet of CN-235s.

The Grumman G1159C Gulfstream IV jet is now 20 years old, but has a lot of years operation left in her too. It's a solid, reliable performer, and she went through a big maintenance phase two years ago which clears it for a low maintenance life in the short term. All of the Air Corps fleet isn't as new but the Cessna FR172Hs are still providing vital top-cover to cash escorts in the brigades and although certainly getting old are still operating safely and effectively. With reducing budgets, capital spending is going to be tightly controlled. The Cessnas are still airworthy and they provide an excellent service and put valuable flying and operational experience into our young pilots, particularly in co-operating with the Army, the Naval Service and Gardaí as well as other government agencies. The grounding of the Beechcraft Kingair200, however, has left a gap in our twin-engine training and we are currently plugging this by running an initial twin-engine training course on

the CASA, a first for us and one which offers a way forward.

Our goal is to stay relevant to the needs of the Defence Forces and the citizens of the state. This is done through service level agreements with various government departments. For example, we have one with the Coast Guard, providing top cover with the CASAs and SAR helicopter support if called upon. Only this July while on a naval winching exercise one of our AW 139s got diverted to a SAR mission in the Cork area on request from the Coast Guard, winching a French national from a cliff near Baltimore to Cork Hospital. The HSE air ambulance service SLA has developed since 2003 and the role has evolved with the air ambulance kits which were delivered with the Learjet and both helicopter types giving patients comfortable, quality healthcare facilities during flight.

The service level agreements also help the Air Corps to plan budgets for each year. For example, annually we are committed to 70-80 air ambulance missions over three different types of aircraft; 1,750 hours of on-station maritime patrolling; and providing support to the Garda Síochána through the Garda Air Support Unit. This combined operation was the first SLA to be signed into being and has moved from strength to strength since 1997 and now the helicopters are on routine standby 24/7, with a two-minute response time and 12 minutes for the fixed-wing Britten-Norman Defender 4000. The helicopters have never failed to make the two-minute scramble time to date.

The Air Corps also provides a service to the Garda Ombudsman's office, which uses us for aerial photography, crime scene analysis, and getting their teams down-country as quickly as possible. We also provide a service to the Irish Aviation Authority (IAA) that includes radar and en route navigation aids as well as the transportation of the Department of Transport's Air Accident Investigation Unit to the scene of an accident. The IAA used us in the aftermath of the tragic air crash in Cork Airport in February 2011.

In recent years we have proven that our aircraft and crews are flexible and have developed a multitude of skills to meet a multitude of challenges, from assisting the civil authorities in situations involving flooding, heavy snowfalls and fires, and even evacuating Irish citizens from a disaster area. During the heavy snow last winter we had all six AW139s on the ramp ready to go, although as it turned out the county councils and citizens were better equipped to deal with such conditions than I remember in 1982, when there were heavy snowfalls and we had all 11 helicopters at the time, including the Puma, working flat out for a week.

The new AW139s proved invaluable during severe bog and gorse fires in May employing the 'Bambi Bucket' water-drop system for the first time. Working in conjunction with the local fire services, they saved lives and homes, and prevented the fires from spreading. The equipment functioned well and the experience gained

has enhanced our overall appreciation of this new capability.

I was very proud of our crews involved in the Dept of Foreign Affairs' crisis management mission to Libya last February. Within three hours of receiving the order we had a Dept of Foreign Affairs team on their way to Malta and thence on to Tripoli. The crews worked within a European Airlift Group assisting with the daily delivery of diplomats to and from Tripoli involved in the transportation of Europeans to safety in Malta. They went on to casevac to Malta a British family and newborn child whose hospital care was in doubt and at the end of the mission brought 40 Irish citizens safely home to Ireland. A mission like that takes me back to our SAR days and the motto 'Go Mairidís Beo' (That Others Might Live).

As GOC there are several areas I would like to look at in the future when the economy can support them, in terms of the replacement of existing aircraft, strategic lift capability, maritime patrolling, and overseas deployment. The beauty of new aircraft today is that they are designed to be versatile, efficient and very cost effective. Instead of one aircraft for one type of job, an aircraft today can come with several quick-fit kits and perform several useful tasks. We use this system already in our helicopter fleet and the Learjet has demonstrated this capability with the LIFEPORT system in the air ambulance role. Typically this thinking could inform the replacement plans for our Cessnas. Ideally, we would be thinking of a single-engine turboprop as this would standardise the engine power plants as most of the types on the market use the Pratt and Whitney PT-6 series engine which powers our PC9Ms and AW139s. Such a policy could streamline training and skills sets for the technicians as well as utilising the engine handling techniques used by the pilots. These aircraft have excellent, stable aerodynamic qualities at low and medium levels, and are therefore ideally suited for prisoner and cash escorts as well as inshore fishery patrolling. The extra cabin space over the FR172H would be useful too, which would allow such an aircraft to be kitted out for air ambulance, surveillance,

cargo, VIP transport, and Special Forces operations.

The quick-fit kit concept also applies to a strategic lift aircraft. At the moment when deploying, or re-supplying Irish troops overseas, carrying out disaster relief operations or crisis management missions, we have to hire commercial aircraft to fulfil the task. There is no reason why the Air Corps could not do these jobs; we have the piloting and technical skills, we just need the aircraft. Again, today's aircraft with a strategic capability can be very quickly kitted out for various missions, including troop transport, cargo, air ambulance/medevac, disaster relief or surveillance. Ireland currently contributes 0.7% of its GDP in foreign aid but we have no way of delivering that aid off-island. If we had a strategic lift capability the Air Corps could do that job.

In terms of maritime patrolling the Naval Service is currently exploring the options for patrolling out to 350 nautical miles on behalf of the EU. This would mean we would have to provide force protection and expand our own maritime patrol capability to cover the same area. The CASA can manage the distance but it would leave a limited time-on-station due to fuel limitations. A strategic lift aircraft could comfortably fill this role with quicker velocity-to-engagement and longer loiter time.

A big ambition of mine is to see Air Corps aircraft deploying overseas with Defence Forces troops. This would be a natural progression for the DF and Air Corps given the increasing contribution of our personnel to aeronautical operations with UN and EU missions. For example, in Tchad, Air Corps officers and NCOs ran the airfield operation and co-ordinated the facilities at the Irishbatt HQ at Goz Beida - this in addition to carrying out their Forward Air Controller tasks on patrol!

Our helicopter crews are now trained in deploying troops either directly or through fast-roping assault; they can execute search-and-rescue winching, CASEVAC, underslung load carrying, assault abseiling and ISTAR (intelligence, surveillance, target-acquisition, and reconnaissance) techniques, so there is a huge spectrum of skills to offer a UN mission or EU Battle

Group commander overseas. It is the next logical step for us. Currently, the White Paper on Defence (2000) prohibits us from deploying equipment overseas. However, that was written at a time when we were still conducting counter-insurgency operations. Times have changed and the White Paper is up for review soon, so we will see what develops from that process.

Following the introduction of the EC 135s and AW 139s, both with night-vision capability, we have been carrying out Army and NS co-op activities on a much more frequent basis. These exercises also include 'clients' such as Special Forces training, joint exercises, mission readiness exercises (MREs), and specialist training with the Ordnance Corps. We have greatly enhanced our capabilities as a result. Over the last number of years our helicopter crews have developed skills in the areas of air gunnery, night-vision flying, and cargo slinging. In February we conducted our first troop deployment at night with 1 Cn Cois (1 Inf Bn, 4 W Bde). We are taking this expansion carefully, however, because this is new to both us and the troops and accordingly must be approached cautiously.

Another area for the future that I think needs to be looked at is building a recognised airspace picture for Ireland. The Naval Service's Fisheries Monitoring Centre can track every vessel in Irish waters and can tell exactly what type of vessel is present and where it is at all times. Our airspace, however, is not monitored to the same intensity. An established monitoring centre would track, using radar, every aircraft in our airspace at all times and would greatly enhance our capabilities in the areas of national security and airspace control, and deter abuse of the nation's airspace for purposes of drugs and arms smuggling.

*We devote a lot of effort into trying to predict and plan for future challenges and requirements but as much as we try to plan we cannot always be sure of what lies ahead. The only thing we can be sure of is that whatever the future holds for the Air Corps we must continue to be true to our motto, 'Vigilant and Loyal', providing a professional, flexible and efficient service to the Defence Forces and the people of Ireland.* ■

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# 'LEST WE FORGET' TROOPER PAT MULLINS



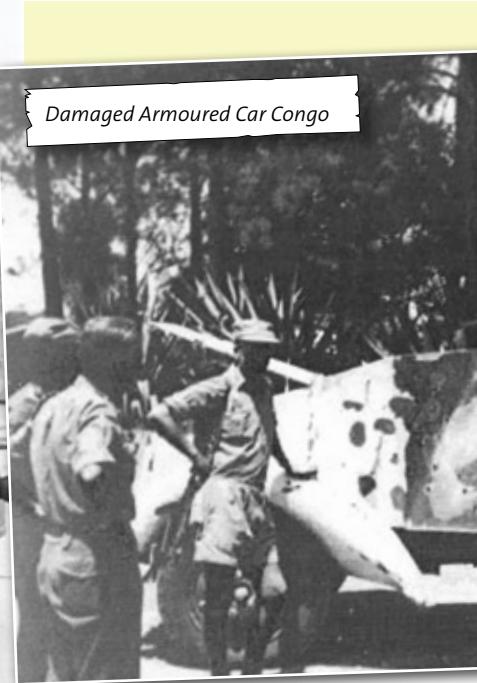
In this article, Brig Gen Paul Pakenham tells us of the background and findings of a Defence Forces research team set up to enquire into the events surrounding the death of Trooper Pat Mullins, 35 Inf Bn ONUC, who was killed in action on 16 September 1961, and whose remains have never been found.



In 1960, the newly independent Republic of the Congo was threatened by mutinous armed forces, a Belgian military intervention and increasing disorder. In July 1960, the Security Council established the United Nations Operation in the Congo – ONUC in order to ensure the withdrawal of Belgian forces, to assist the government in maintaining law and order and to provide technical assistance. During the period January 1961 through March 1962, Lt Gen Seán McKown DSM was force commander of the United Nations mission. The mission was completed in June 1964.



Damaged Armoured Car Congo



An advance party of 35 Infantry Battalion departed Dublin on 10 May 1961, with the final departure from Ireland taking place on 27 June. The battalion was based in Katanga Province, with its headquarters in Elizabethville. The battalion's role included defensive and offensive operations, patrols, internal security operations and refugee control and protection. The final elements of the battalion arrived back in Ireland on 25 December 1961.

Over a period of three years, considerable research and analysis was conducted by a Defence Forces research team, commissioned by the Minister of Defence, into the circumstances leading to the death of Trooper Mullins on 15 September 1961, and the non-recovery of his remains to Ireland. Brig Gen Paul Pakenham, Col Peter Richardson and Comdt Victor Laing were members of the research team. The research team's final report was submitted on 15 October, 2009.

Arising from a direction from the minister of defence, members of Tpr Mullins's family were formally briefed on the contents of the final report on 11 February 2010.

Tpr Patrick Mullins was born to Edward (Ned) and Catherine Mullins in Boher, Kilbenny, Co Limerick. Pat was the youngest of six children, with two brothers Denis and Thomas and three sisters Margaret (Dwane), Mary (Kent), and Nelly (Kelly). His father was awarded the Emergency Service Medal for his service as a reservist.

On 9 May 1960 Tpr Mullins enlisted in the Permanent Defence Force in Collins Barracks, Cork, with 6 Recruit Platoon, Command Training Centre. In October 1960, following his recruit training, Tpr

Mullins was posted to 1 Mot Sqn, 1 Bde, Southern Command, in Fitzgerald Camp, Fermoy.

On 16 June 1961 Tpr Mullins departed Ireland for the Congo as a member of the 634-strong 35 Inf Bn.

During September 1961 a high-intensity operational environment prevailed throughout 35 Inf Bn's area of operations (AO). On 13 September 1961 elements of the United Nations force in Elizabethville launched Operation 'Morthor'. As part of this operation 35 Inf Bn was ordered to seize and defend a number of objectives including the Radio College.

On 13 September an element of 35 Inf Bn, under the command of Lt Tom Ryan, occupied Radio College without the use of force, in order to use the facilities to conduct United Nations broadcasts. At 1600hrs on 14 September they were surrounded by Katangese Gendarmerie, who eventually took over the position.

At 2045hrs on Thursday, 14 September, Comdt Pat Cahalane, OC Armoured Car Group, departed Battalion Headquarters with a patrol consisting of 19 personnel and one interpreter, in two armoured cars, a Land Rover and a bus. The patrol's tasks included visiting the Irish detachment in Radio College, locating and recovering Tpr Gaffney's remains (killed in action on 13 September), collecting Irish personnel at various locations, and delivering weapons to the Armée Nationale Congolaise detachment at 'the Factory'.

The patrol was ambushed at approximately 2145hrs on 14 September at Radio College, with the leading armoured car hit by anti-tank fire. Comdt Pat Cahalane

and Sergeant Tim Carey, who was seriously injured, escaped from this car. The other occupants, Cpl Michael Nolan from Colbinstown, County Wicklow, and Tpr Pat Mullins, who was the gunner, remained in the car. The other personnel of the patrol dismounted their vehicles and occupied a house adjacent to Radio College.

The lead armoured car was restarted in the early hours of Friday, 15 September. Leaving the ambush location at Radio College, it proceeded northwards, leading away from the route back to 35 Inf Bn HQ. The armoured car was driven by one of its remaining crew, either Cpl Nolan or Tpr Mullins.

The armoured car travelled through Elizabethville, finally coming to a halt on Boulevard Reine Elizabeth. The occupant, or occupants (Cpl Nolan and Tpr Mullins), were involved in a hostile engagement, in which 9mm Gustaf sub-machine gun ammunition was used, against the Katangese Gendarmerie on Friday, 15 September.

On his return to the battalion's AO from a special tasking, Capt Art Magennis (Armoured Car Group) took a patrol to Radio College at approximately 0600hrs on 22 September. In the area of Radio College he located remnants of the patrol dispatched on 14 September, including one of the armoured cars. Having reported his findings to his commanding officer, Capt Magennis was tasked with locating the missing armoured car. In response to an anonymous call to the battalion's HQ, the patrol, under Capt Magennis, went to Boulevard Reine Elizabeth, where they discovered the missing armoured car in a roadside drainage trench a short distance south of the



Katangese president's residence, and the Gendarmerie HQ. Unfortunately, there was no trace of either Cpl Nolan or Tpr Mullins.

Spent 9mm casings located beside the armoured car suggested a prolonged period of combat. All equipment had been taken from the armoured car, its turret was jammed, and its main armament's water jacket was perforated by small-arms fire.

On the balance of probabilities Cpl Nolan and Tpr Mullins died on Friday, 15 September 1961, following the hostile combat engagement with the Katangese Gendarmerie on Boulevard Reine Elizabeth, in the proximity of Commune Albert. This occurred some time after the initial ambush at Radio College on 14 September, 1961.

In November 1961 Corporal Nolan's remains were located and identified in a local Union Miniere graveyard. Subsequently, Corporal Nolan's remains were recovered back to Ireland for burial in the Army Plot, Glasnevin. He was buried with Tpr Anthony Brown MMG with full military honours on 16 November 1962. The attendance included An tUachtarán, Mr Eamon deValera, Mr Bartley, Minister for Defence, and Lt Col Hugh McNamee, OC 35 Inf Bn.

Despite the most exhaustive enquiries and searches undertaken by the Irish contingents in the Congo, Tpr Mullins's remains were not discovered and after 50 years it is highly unlikely that they will ever be located, identified and recovered to Ireland.

Tpr Mullins and Pte Kevin Joyce from Galway, who was kidnapped and killed while serving with UNIFIL in South Lebanon in 1981, are the only Irish soldiers whose re-



mains have not been recovered to Ireland. Ar Dhéis Dé go raibh a n-anamacha dilis.

Trooper Mullins was posthumously awarded the Defence Forces Military Star, the Defence Forces Peacekeepers Medal, the UN Medal (Congo), and the United Nations Dag Hammarskjold Medal.

On 8 November 1998 the minister for defence presented the Military Star, awarded to Tpr Mullins, to his mother Catherine, who later died in December 1998. The medal citation says: "Trooper Patrick Mullins gave his life in the cause of world peace while serving with the United Nations on Peacekeeping duties at Elizabethville in the Republic of the Congo on the 15 September 1961. In recognition of this supreme sacrifice he is posthumously awarded An Réalt Mileata (The Military Star)."

Tpr Pat Mullins's extended family, supported by Pat's former comrades, have displayed remarkable, commendable fortitude, courage, and patience, during their extensive and grief laden pilgrimage to ensure that his extraordinary valour and bravery is today, after 50 years, appropriately recognised by our nation and its Defence Forces.

Tpr Patrick Mullins has become a household name for selfless sacrifice and gallantry, throughout the Defence Forces and especially in 1 Cav Sqn.

Serving and retired personnel of all ranks salute Tpr Patrick Mullins for his outstanding courage and bravery, above and beyond the call of duty, demonstrated in the face of extreme danger, whilst engaged in hostile action, resulting in him being killed

in action, fighting and serving his country and the United Nations.

Following a concelebrated Mass on Thursday, 15 September 2011, 50 years after his death, a monument to Tpr Mullins was dedicated in the presence of Minister of Defence Mr Alan Shatter TD, Chief of Staff Lt Gen Seán McCann, Tpr Mullins's family, his former colleagues from 35 Inf Bn, and retired and serving personnel from Óglaigh na hÉireann and from his unit 1 Cav Sqn.

In recent years, during direct contact with the brothers and sisters of Tpr Mullins, the current generation of Defence Forces senior leadership constantly reminded the family that their brother Pat will always be remembered as a gallant and brave soldier, who fought and died in action.

In the 20th century the phrase 'Lest We Forget' (the refrain of Kipling's poem Recessional) became a plea to society not to forget past sacrifices and since 2006 this phrase has driven our approach to the process of commemorating Tpr Mullins. Accordingly, the Defence Forces was delighted when the Mullins family endorsed the inclusion of the words 'Lest We Forget' on the monument.

This monument, commissioned by the Defence Forces and designed by Lt Col John Hanlon, Corps of Engineers, is a symbol of appreciation for the honourable and faithful service that Tpr Mullins rendered this nation, his community in Kilbehenny, and the Defence Forces. Displaying those poignant words 'Lest We Forget', this monument reflects the lasting legacy of Trooper Pat Mullins. ■

Sliabh na mBan is escorted by motorcycle outriders from 2 Cav Sqn

# CAVALRY DAY

BY SGT WAYNE FITZGERALD  
PHOTOS BY AIRMAN NEVILLE COUGHAN

The annual commemoration of Cavalry members who have died overseas and at home was celebrated on 3 Sep 2011. The newly refurbished historic Sliabh na mBan Rolls Royce armoured car was also unveiled by An Taoiseach Mr Enda Kenny TD, Mr Alan Shatter TD (Minister for Justice, Equality and Defence) and the Chief of Staff of the Defence Force Lt Gen Sean McCann in Ceannt Bks, Curragh Camp. Here we take a look a photographic journey of the day, where the local populous as well as the military personal had a memorable day.



The refurbished Sliabh na mBan on display



A Guard of Honour drawn from the Cadet Sch



An Taoiseach Mr Enda Kenny TD inspects the Guard of Honour



Some proud members of the refurbishment team



Pat Lynch giving Sliabh na mBan his seal of approval



Lt Col Frank Lawless (PSO to COS), An Taoiseach Mr Enda Kenny TD and Pat Lynch. This photo is a recreation of the one to the right.



Replica of Sliabh na mBan as modelled by Druid Craft (as advertised on page 14)



Paddy Lynch (father of Pat Lynch) shaking hands with An Taoiseach Mr Liam Cosgrave TD and Comdt F.A. Lawless (father of Lt Col Lawless) in 1976.



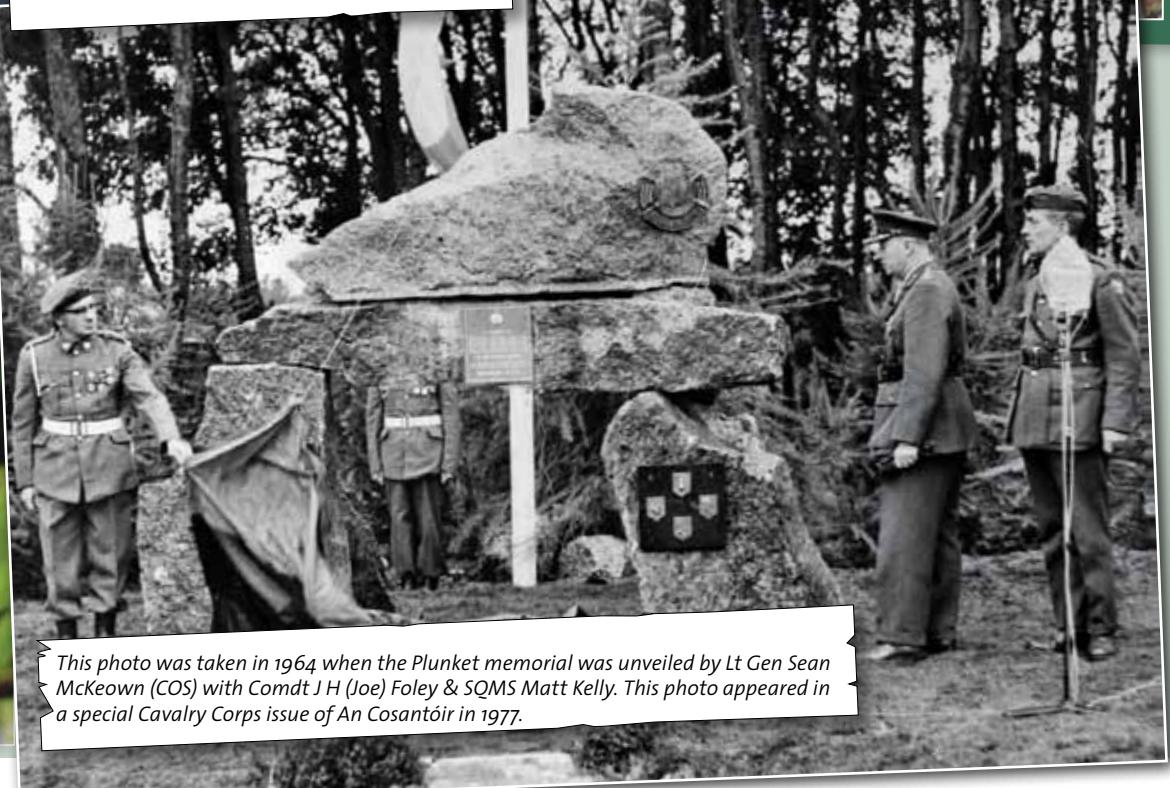
Mr Alan Shatter TD (Minister for Defence), An Taoiseach Mr Enda Kenny TD is presented with a replica of the Sliabh na mBan by Lt Gen Sean McCann (COS).



Capt Gareth O'Neill (DFTC) organised the 104 Inf Bn's Cavalry Day. A special mass was said for the member of the cavalry corps with a function held afterwards in the new Canteen facility of Camp Shamrock. Photo courtesy of Capt Gary Collins (PIO 104 Inf Bn).



A Trooper stands proud at Plunket memorial



This photo was taken in 1964 when the Plunket memorial was unveiled by Lt Gen Sean McKeown (COS) with Comdt J H (Joe) Foley & SQMS Matt Kelly. This photo appeared in a special Cavalry Corps issue of An Cosantóir in 1977.

# Moonlight Challenge 2011

BY HUGH MCLINDON (PRO GLEN OF IMAAL RED CROSS MRT)



A wonderful moment for the Glen of Imaal Red Cross Mountain Rescue Team was when the final team arrived at the Rescue Base a little after 12.30am marking the end of last year's Moonlight Challenge. Essentially, the biggest event that we have run in recent years ended with all participants and marshals safely off the hills. Not only that, but all teams but one completed the full 26km challenge. With the success of this event and the positive feedback means that we will hold the challenge again on Saturday 12th November 2011.

At the end of the last years challenge, participants were fed and watered in what will be the garage space for the Rescue vehicles – the lower stone faced part of the structure. This year we'll be able to increase the level of comfort available to finishers. The structure of the timber-framed upper level is complete, and the internal work is well under way. There's a large training room, operations room, kitchen, office, showers and toilets. The solar collectors are up and running, the heating system is in place and working. Landscaping around the building has been planned to include native wildflowers, trees and a memorial garden.

The Glen Team would not be able to achieve this remarkable feat without the assistance of the community in

general, and particularly the hill-walking community. For those who want to help out, the Moonlight Challenge event is a way to support us and to have a really enjoyable and memorable evening under the night sky.

Last year, Moonlight Challenge teams comprised of anything up to six people - there were the 'Dodgy knees', the 'Lost Girls', the 'Happy Penguins', 'Wild Wicklow Walkers' and many more. There were solo runners, solo walkers, teams of postal workers, teams from the Defence Forces, actuaries, Search and Rescue Dogs Assoc members, participants in their twenties and in their seventies. The atmosphere was really great - everyone was buzzing. The route itself looked like a candlelit or torch-lit procession through the mountains. The effect was truly spectacular, and my only regret is that we didn't get any really great shots of the daisy-chain of head-torches strung along the Wicklow Way. This beautiful, surreal view was visible for miles on the night due to the weather conditions. To prove that the gods were with us (or the organising team is better than I realised), even when the drizzle began, teams came in to the finish saying how much they enjoyed the cooling effect of the rain!

When the final tally came in, participants had collected just over €35,000 - every cent going to the construction



Irish Red Cross  
Crois Dhearg na hEireann

of the Base. To achieve this figure the 300 people registered collected a little over €100 each. The Rescue Team is indebted to all of the participants who not only enjoyed themselves on the Moonlight Challenge (visit our facebook page for comments - [www.facebook.com/Glenoflmaal/MR](http://www.facebook.com/Glenoflmaal/MR)), but took the time and energy to gather sponsorship before and after the event. To view last year's Moonlight challenge report please visit our website at: [www.wicklowmountainrescue.ie/moonlightchallenge](http://www.wicklowmountainrescue.ie/moonlightchallenge) and follow the link.

In 2010, the Glen of Imaal Red Cross Mountain Rescue Team helped 96 people on 66 incidents, and as one of the busiest teams in the country, we believe that the new Mountain Rescue Base will be more of a necessity than a luxury for the Glen Team. Mountain rescue is a voluntary emergency service - available to assist anyone in trouble on the hills anytime of the day or night, and the Rescue Base will be a key asset for the team moving forward as the numbers of incidents increase steadily every year.

**Pre-registration is essential and can be done via our website or send an email to [fog@wmr.ie](mailto:fog@wmr.ie). The registration fee is €25 per person, and we ask people to raise €75 sponsorship (€100 total). All funds go directly to the building of the Mountain Rescue Base. For more information on the Glen team, please visit us online at [www.wicklowmountainrescue.ie](http://www.wicklowmountainrescue.ie) or [www.glenteam.ie](http://www.glenteam.ie)**





Alan Shatter TD (Minister for Defence) and Major Gen Finn (D COS Sp)



Leonard McKeown (Chair of the NEC), Alan Shatter TD (Minister for Defence) and Tom Walsh (RDFRA Gen Sec)



Alan Shatter TD (Minister for Defence) addresses the conference

Pictured at the conference are (L/R): Pte Jason Byrne (B Coy, 33 Res Inf Bn), A/Sea Evan Toban (Limerick NSR), A/Sea Amie Rush (Limerick NSR) and Tpr Charlie Farrell (62 Res Cav Sqn).



# Reserve Defence Forces Representative Association (RDFRA)

BY SGT WAYNE FITZGERALD

PHOTOS BY SGT MICK BURKE (DF PRESS OFFICE)

On the 9-10 Sept 2011, the RDFRA held their annual delegate conference in the Officers Mess, Ceannt Bks, Curragh Camp, DFTC. Their guest of honour was, Alan Shatter TD (Minister for Defence) who addressed the delegates; he was accompanied by Major Gen Michael Finn (D COS Sp) who also addressed the conference. The main speakers were RDFRA Gen Sec Tom Walsh and the Chair of the National Executive Committee (NEC) Leonard McKeown.

Minister Shatter; "I am very positively disposed to maintaining an effective Reserve within the resources available. In that regard, I am aware that there is a need for promotions across the Reserve to fill gaps in the organisation and command structure."

The main points were:

- No defined role yet for the RDF
- No plans for recruitment for the RDF in 2012
- Current strength of the RDF: 5,726 (7,671 prior to moratorium on recruitment)
- Man-Days allocation for the RDF training down to: 31,000 (previously at 60,000 in 2009)
- RDFRA Membership: 4,041
- RDFRA Recruitment in 2010: 2 E Bde 49 - 1 S Bde 3 - 4 W Bde 77 - NSR 8 = 137

## FOR MORE INFORMATION, CONTACT:

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# RESERVES ARE 'FIT TO FIGHT'

BY SGT STEVE CONRAN (62 RES CAV SQN)



*"Fit to Fight" a slogan that applies to all PDF/RDF personnel alike*

For those of you who are perhaps sceptical about the emphasis placed on fitness in the RDF (Reserve Defence Forces) in times past, this article will hopefully reaffirm your belief that the term "Fit to Fight" is a slogan that applies to all Defence Forces personnel, be they professional or reserve soldiers.

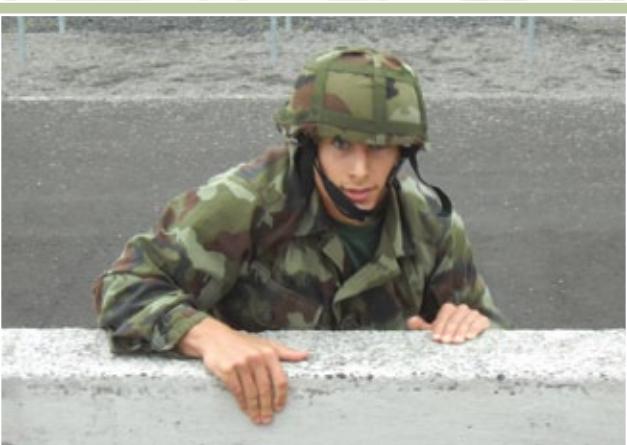
The first PTLs (Physical Training Leaders) in the Army Reserve were qualified in 2005, when students were selected from the Reserve BTCs (Brigade Training Centre). They joined their PDF counterparts as students for two weeks, to complete the PTL module on the PDF Potential NCO course. However since then, the concept of RDF PTLs has evolved and a dedicated RDF PTL course has been established, with three such courses having been successfully run in the DFTC in recent years. This newly comprised "RDF PT Leaders course" is a highly sought after amongst RDF personnel with student allocations from each brigade being in high demand. This relatively recent introduction of PTLs into the Battalions and Corps RDF units, as distinct from solely in BTCs, should not be down played or underestimated, as it enables these units to conduct physical training on parade nights, weekends or periods of Full Time Training (FTT), all of which could not be carried out, in the absence of PTLs.

This years All Army RDF PT Leaders course, run under the auspices of the DFPES (Defence Forces Physical Education School) and the RDFTA (Reserve Defence Forces Training Authority) qualified a further 16 Army Reserve personnel as PTLs. This in turn will enable them to return to their respective units and conduct PT for the benefit of all ranks. In most of

the cases, this years students will be the only PTLs in their units (company/squadron), and as such will be a new training resource. There are strict regulations pertaining to exactly what a PTL can and cannot do with regards training troops. A PTL is allowed to warm up and stretch troops prior to exercise, bring troops for a run, conduct games etc. in sports gear and running shoes, to cool down troops and conduct a post-stretch following exercise to insure cramp and injury do not occur after training.

However the course itself goes into far more detail and explores areas such as: diet, nutrition, anatomy, physiology, the human skeletal system, muscle groups, manual handling, morale boosting and incentivising the students during PT, circuit training, games, running methods, exercise strategy, unarmed combat and self defence, sea survival, water confidence training, weights training, and more, and all with a huge emphasis on team work.

In many ways the PTL course is an introductory point for other more advanced courses such as; PTS (Physical Training Supervisor), PTI (Physical Training Instructor), life guard, unarmed combat instructor. Some of these courses are unfortunately not open to RDF personnel at the moment due to the duration of these courses, combined also with the current man-day restrictions which limit and curtail the number of paid



The successful students of the RDF PT Leaders course

days a Reservist can complete per annum, thus limiting course opportunities.

Each of the students this year found the course to be varied in content, non repetitive in nature, practical and consistent. The instruction, reception, organisation, professionalism and the facilities of the DFPES I freely admit were second to none, with our instructors being eager and enthusiastic to impart their varying expertise, with each of the students being as equally enthusiastic and thirsty for knowledge to develop their new skillset. Each day of the course was as one would expect quite physically demanding, involving back to back practical lessons with a mix of some much welcomed theory lectures which gave the muscles a chance to rest up before topping out again on the Curragh plains, or falling in 'on deck' at the side of the training pool, to conduct more practical lessons.

In hindsight it is still hard to pick out exactly what the best and most enjoyable aspects of the courses were, especially seeing as the entire course without exception was highly enjoyable. However, the new state of the art obstacle course at the back of the DFPES I think will be etched in my mind for some time to come, along with the memories of making flotation devices out of our DMP combats in the 3.8m deep training pool. The exercises of both swimming disorientated while blind folded, and pushing a car tyre along the floor of the swimming pool for 50m are also memories that I think few of us will forget in a hurry. From my own point of view this was my first interaction with the DFPES in my 11 years service, I have up until this course only really interacted with the CSC, Cav School, CIS School and TVMS while being on non unit run courses, and was very impressed with all aspects of the course,

from the instruction and expertise, through to organisation and facilities.

For anyone interested in becoming a PT Leader in their respective units I can not recommend this course highly enough. It is not only a fantastic skillset to have as an NCO or Officer in the Reserve, but also from a personal point of view, as it furnishes students with a solid foundation in fitness ideology and training techniques. Prior to the commencement of the course I would strongly recommend obtaining a good level of fitness, as even though the prerequisite as per the joining instructions is a pass grade in the ITs, those who are grade 3 or 4 will without a doubt feel the pressure and the fatigue early on in the course, thus increasing the chance of perhaps injury and non completion of the course. With fitness being a major priority for the Reserve as a whole, and talk of the introduction of induction tests for all new RDF entrants, undoubtedly PTLs at unit level are the key to the delivery of regular physical training being actualised.

It is impossible to insure reservists exercise regularly, and as such it must be stated that the onus to do so lies heavily upon individuals to train regularly in their own time, and make themselves available for ITs annually regardless of training commitments, in preparation for courses, but more importantly, to maintain a readiness and fitness for operations should their service be required. There is already another RDF PT Leaders course planned for July 2012. Note that it is a physically demanding course, but well worth the effort in terms of both time dedicated to preparation, and also the two weeks leave required from civilian employment to attend the course. So for those successful in securing a place on next year's course I wish you all the very best, you won't regret it. It is truly a fabulous course.



# New Season STYLE

You'll find a huge selection of the latest fashions for all occasions by our exclusive Designers at Debenhams. Whether it's the bold and punchy prints of HI by Henry Holland or J by Jasper Conran's chic sophisticated classics. Principles by Ben de Lisi have a collection to style your day and glam up your night while Star by Julien Macdonald will truly leave you sparkling like a celebrity. There's every accessory a girl could want, from gorgeous jewellery to designer handbags and stunning shoe collections. All affordable and all designed to make your outfit really come together.

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- **DIRECTOR OF COMMUNICATIONS AND INFORMATION SERVICES CORPS (DCIS)**
- **10 + 10 Security Tips for protecting your computers and information**
- **IT OPERATIONS SECTION**

# Creating a strong password

## **The construction of a strong password**

Passwords are like your personal keys to access a system. Strong passwords are resistant to guessing and provide better defence against dictionary attacks. Generally, any word that can be found in a dictionary is not a good password.

## **Password Construction tips**

In practice, good passwords are those that are hard to guess but easy to remember. To construct a good password, you might choose a phrase or song lyric of a few words and choose the first letters from the words to make up a password of 8 Characters. You could also alternate between one consonant and one or two vowels or symbol Characters to produce nonsense words. Remember your password must conform to the minimum standards set out in the DF password policy.

## **Try to be creative**

“H3110\_2\_u” = Hello to you  
“I’s12&lah” = Its noon and I am hungry  
“IliC5yA” = I lived in Cork 5 years ago

**Treat your password the same way that you treat your credit card. Do not disclose your password to other people.**

Do you have questions? Please contact your local Fd CIS Unit:

DFHQ CIS Coy	2319
1 Fd CIS Coy	4110
2 Fd CIS Coy	6883
4 Fd CIS Coy	1244
CIS Det, DFTC	5885
AC CIS Sqn	7608
NS CIS	4900



Vampire 186 from which Cadet Ron McPartland ejected on 5 May 1961



HISTORY HISTORY HISTORY

# AIR CORPS REMEMBERS ITS FIRST SUCCESSFUL EJECTION

BY MICHAEL TRAYNOR

**M**ay 2011 marked the 50th anniversary of the first ejection from a military aircraft in Ireland. Cadet Ron McPartland, a native of Drumshanbo, Co Leitrim, was ordered to eject after a training flight went wrong on 5 May 1961.

The Air Corps introduced jet aircraft to their fleet when the first three Vampire jets, (serials 185, 186 and 187), were delivered on 21 July 1956. These were also the first aircraft in the Irish Air Corps to be equipped with Martin-Baker ejection seats, a safety mechanism created by Co Down man, James Martin.

At 10.45 on Friday, 5 May 1961, Vampire Number 186 was Comdt Jeremiah B. O'Connor, OC Fighter Squadron took off from Baldonnel, to carry out introductory pilot training on spins and spin recovery in the Mullagh - Kingscourt area of Co Cavan. Also on board was student pilot 20-year-old Cadet Ron McPartland, who had 15 months service with the Air Corps.

The Vampire climbed to 30,000 feet and Comdt O'Connor prepared the aircraft for the spinning exercise. He reduced the speed to the point of stall and applied harsh right rudder to force the aircraft into a series of slow horizontal gyrations before the nose of the aircraft dropped below the horizon and the aircraft locked into a steep descending spiral with huge centrifugal forces. After counting a number of spins, or revolu-

tions, about the axis of the aircraft, Comdt O'Connor initiated the standard recovery action of applying opposite rudder to stop the near-vertical spinning but the aircraft failed to respond and continued in a steep dive towards the ground. Recognising that the standard recovery action was not having any effect Comdt O'Connor reversed the procedure and applied opposite rudder, which again had no effect on the spinning aircraft.

The descent was so rapid that the three-pointer altimeter was unreadable and at approximately 20,000 feet Comdt O'Connor pulled the canopy release, which was jettisoned with a deafening roar as the full blast of the air was felt by both pilots. Without hesitation Cadet McPartland pulled his facemask down to fire the ejection seat mechanism and the Martin-Baker Mark 3B Seat, complete with cadet, departed the stricken aircraft with an enormous release of power.

Cadet McPartland found himself spinning and descending like a dervish for what seemed an eternity until his parachute opened, reducing his rate of descent until he was suspended beneath the billowing parachute in a relatively controlled fashion.

He searched the sky for signs of the Vampire and was sure he got a brief glimpse of it in controlled flight in the far distance before it disappeared from view.

The force of the ejection and the loss of the aircraft canopy had apparently stabilized the aircraft and it began to respond to the pilot's control inputs. Comdt O'Connor decided not to eject and regained control about 5,000 feet above ground. He failed to see the cadet's parachute descent and was forced to leave the area and turn towards Baldonnel in the now-open cockpit with huge wind noise and turbulence.

The pilot experienced great difficulty in maintaining radio contact with Baldonnel Air Traffic Control as his radio lead disconnected with the force of the aircraft slipstream and when he reached to reconnect it his arm was swept back by the slipstream. He had to use all of his strength to retrieve the lead and reconnect it before landing safely and stopping the aircraft with limited pneumatic braking.

In the meantime, the cadet was descending rapidly towards the Cavan countryside without ever having been trained in the use of a parachute or how to land while attached to one. As he had no means of directing the parachute or of influencing the rate of its descent he focused his efforts on avoiding a nearby lake. His attempts to control the descent caused the parachute to oscillate wildly and he opted instead to focus on his eventual landing area.

HISTORY HISTORY HISTORY HISTORY HISTORY



Cadet (later Lt) Ron McPartland in the Officers Mess, Baldonnel (Comdt Jeremiah O'Connor is on Ron's left).



(L/R): Michael Traynor, Major Gen Ralph James (D COS OPS), Ronald McPartland and Brig Gen Paul Fry at Baldonnel. Photo by Cpl Henderson (105 Sqn)

He saw a man on a donkey and cart in a bog nearby but when he tried to attract his attention, the man looked up and immediately drove his cart away without looking back. The cadet touched down, rolled over a few times and sat up uninjured in a heap of parachute silk on the wet ground. He had a brief glimpse of the man and his cart leaving the area in considerable haste. Having gathered the billowing parachute and placed it in a bundle the cadet made his way across the fields towards a farmhouse with smoke coming from its chimney.

Describing the scene following his rescue, Cadet McPartland said: "I knocked on the half-open door through which I could see two elderly men drinking tea. They looked at me in disbelief (I was still wearing my helmet) and one of them half rose and blessed himself. The other asked me if I was a spaceman. I replied I was merely a member of the Irish Air Corps who had to leave my aeroplane in a hurry. They initially declined to drive me to the nearest Garda station and indicated the direction of the town of Mullagh 'over the hill'. After I had travelled a few hundred yards across the field I was called back and asked if payment would be made for the journey to Mullagh and after my assurance that it would, the householder, Mr Muldoon drove me to the local Garda station."

## HISTORY HISTORY HISTORY

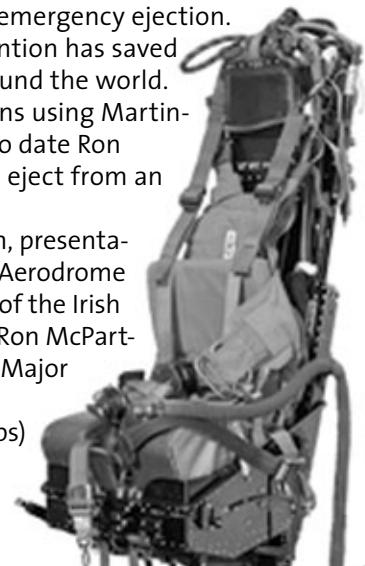
On the way to Mullagh, however, they met a local man and his wife in their car and they informed Ron that the aeroplane had crashed some distance away and he feared the worst for Comdt O'Connor. He was shocked at this as he believed he had seen the aircraft in controlled flight during his parachute descent.

After a very welcome cup of tea from the sergeant's wife a phone call from Mullagh Garda Station to Baldonnel confirmed that the aircraft had returned to base and landed safely. An Air Corps car was sent to Mullagh and brought Cadet McPartland to Gormanston Aerodrome where he was later flown by Chipmunk to Baldonnel. The ejection seat and canopy were recovered about three miles from where Cadet McPartland had landed.

Eight months later, on 26 January 1962, James Martin, aged 69 years, hosted a dinner at the Dorchester Hotel, London, to celebrate the saving of 500 lives with his ejection seat, which was the culmination of 17 years of development work. The newly-commissioned officer, Lieutenant Ron McPartland attended and was singled out for special attention by James Martin who expressed his delight that: "The ejection seat designed by a man from the 'wee North' had saved the life of a fellow-Irishman from the Free-State."

The ejection of Ron McPartland is listed as number 430 in the records of lives of air crew saved worldwide by the Martin-Baker seats during an emergency ejection. Since then this incredible invention has saved literally thousands of lives around the world. The current number of ejections using Martin-Baker ejection seats is 7,364. To date Ron McPartland is the only pilot to eject from an Irish Air Corps aircraft.

To mark this historic occasion, presentations were made at Casement Aerodrome on 1 September 2011 on behalf of the Irish Air Corps and Martin-Baker to Ron McPartland. The attendance included Major Gen Ralph James (D COS OPS), Brig Gen Paul Fry (GOC Air Corps) and Brig Gen Jerry O'Connor (Retd) along with fellow retired officers and colleagues of Capt Ronald McPartland (Retd).



Martin-Baker Mark 3 ejection seat as used by Cadet Ron McPartland

## HISTORY HISTORY HISTORY HISTORY HISTORY

# Travels with Surly

(apologies to John Steinbeck)

BY LT COL MICK DOLAN (CHIEF INSTR & EO UNTSI)

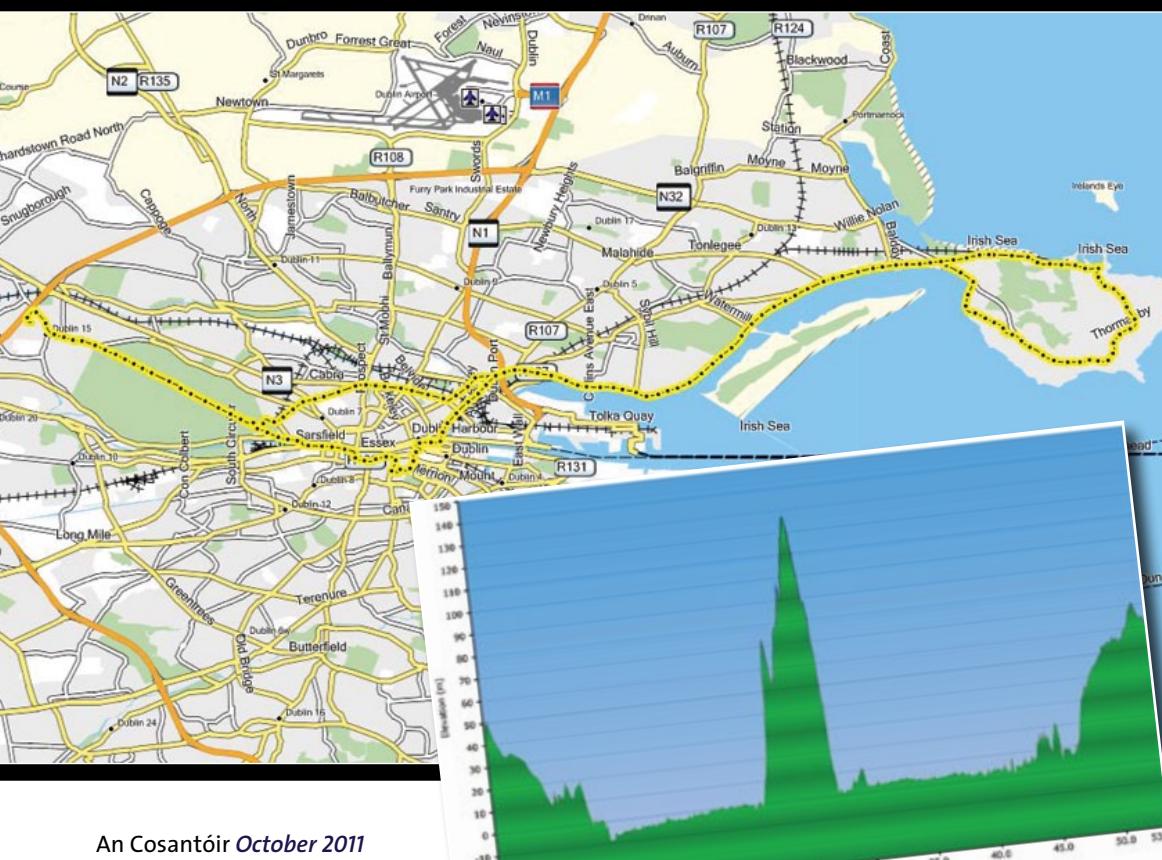
**C**ycle touring is to cycle-racing, what Caravanning is to Car Rallying; it's a leisure pastime where the object is enjoyment - not pain. There are three main types - credit card touring where the rider travels light and fast, supported tours where the gear is carried by support vehicles and fully-loaded touring, my preference, where the tent, sleeping, clothes and cooker are carried on the bicycle. The latter requires a strong machine but delivers the ultimate in freedom. In 2010, I purchased, through the marvellous Cycle to Work Scheme, a Touring bicycle. I admit that I really hadn't a clue what the difference between it and a racing bike was - save that the frame was steel and all the information from the internet indicated that it was something of a willing beast of burden. I can now see the attributes - the steel frame can accommodate racks front and back from which panniers can be hung. The gearing is that of a moun-

tain bike and the tyres are the same as a city bike. The geometry is more relaxed than the road bikes, giving it a more stable feel on the road. It's more like a Range Rover than a Ferrari.

When I began the organisation of the Pillar to Post Challenge in 2010, I hoped I would attract some of those who had bought bicycles on the Cycle to Work Scheme and might now be ready to expand their horizons. What I got - in reality - was a lot of lycra and testosterone accompanied by a great deal of fitness and enthusiasm. I still have hopes of promoting cycle touring within the Defence Forces and with this in mind, I approached the editorial staff in An Cosantóir with the idea of doing a series of Cycle Routes - modelled on the walk routes in the Irish Times 'Go' magazine. I would hope that these routes might entice readers on to the roads. Ireland is better served than most countries in terms of road surfaces and vehicle

density - though to hear commentary it would be thought that the cyclist risks life and limb at every turn. The routes I will cover here will be suitable for touring bicycles - with varying levels of fitness required. I will have cycled all of them.

A few ground rules - the routes are not training spins for Athletes, tri-athletes, mountain-bikers or time-trialists. They are based on the idea that some riders want to see more than the rear wheel of the bike in front. They are of varying distances but generally can be enjoyed at about an average speed of 15mph. I would suggest that breaks should be factored in every two hours or 50k - unless areas of interest require more frequent stops. This is an opportunity to smell the coffee - and drink it too. I'll try to include routes from all over and would appreciate route suggestions of which would appeal to the leisure tourist for inclusion here. I have deliberately chosen a relatively easy route for openers.

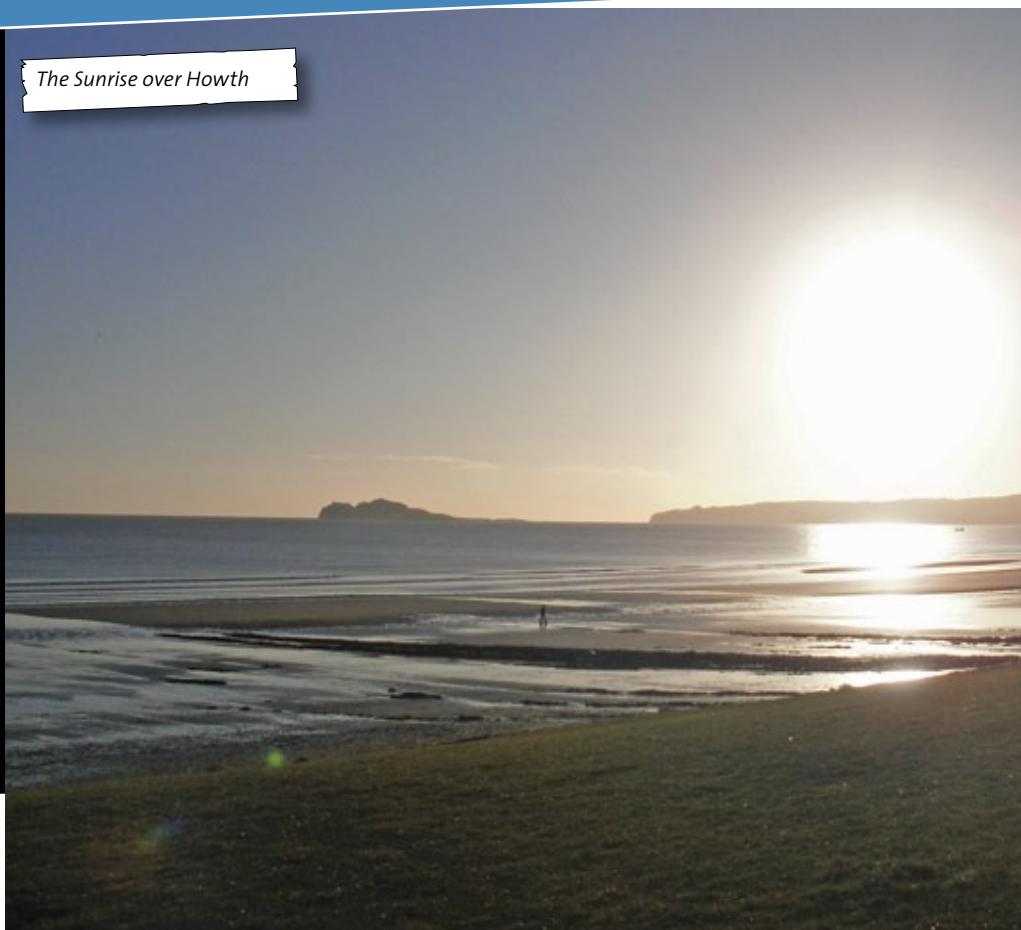
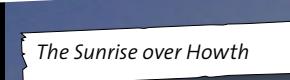




See the triangles on the back of the seat to reflect the famous song "The Old Triangle". Because there are so many cyclists, the traffic makes allowances. Once clear of Fairview on the Clontarf road, there is a dedicated cycle path almost all the way to Sutton along the sea wall. Views across the bay can be appreciated. An early morning start late in the year makes for nice photo opportunities as the sun rises.

Cycling along the Sea-wall is extremely relaxing with the wind normally at your back on the outward journey. At Sutton, the choice can be made to go over Howth Hill or not. As can be seen from the profile, this is demanding and should not be taken on lightly. For the first effort, one might enjoy more going straight on at Sutton and relaxing over a coffee at Howth Harbour before making the return journey - remember; the wind that was at your back will be in your face for the return. Stay on the sea road all the way back to the river and cycle past the O2, back to the City Centre taking in the Jeannie Johnson and the Famine Family on the Quays.

*Next time, I'll look at a spin around the Curragh, I'll try and stay away from the mountains for a while - but watch this space! ■*



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# GADGETS

BY ROBBIE LAWLESS

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DEFENCE FORCE DISCOUNT AVAILABLE

If the last couple of winters have thought us anything, it's this; (1) Ireland can get incredibly cold and (2) It doesn't take much gear to transform the whole arctic experience from painful to plain joyful: staying warm and avoiding 'Bambi on Ice' impersonations is the key so with that mind we take a look at some equipment for the months ahead.

## ICE MOUNTAIN STUD

**GRIPS €14.99**

If there was one product that defined the deep freeze winter of last year it was these diminutive little ice grippers. Used by generations of Canadian and Nordic families for going about their business when temperatures plunge below zero they were only really discovered by the Irish last year. They provide great grip on ice and snow, fit almost all footwear and offer great peace of mind for anyone wanting to avoid becoming this year's 'RTE News ice fall guy'.



## THE NORTH FACE

**CATALYST JACKET €225**

There is good reason that all those famous mountaineers and explorers standing atop those massive Himalayan peaks or trekking deep towards the Poles are wearing down suits or jackets; down is untouchable for warmth to weight ratio when the temperatures turn Baltic. The Catalyst jacket has reached cult status since its introduction 5 or 6 years ago. The combination of 800 fill down that is superlight and warm, an insulated hood and the ability for the jacket to pack into its pocket makes this the go-to jacket for all types of cold weather activities.



## ICEBREAKER

**CHUTE €29.95**

The colds icy fingers have a knack of creeping their way into the smallest of gaps in clothing and a cold-spot is definitely not a good-spot when the temperatures have dropped. The Icebreaker

Chute is a neck gaiter constructed from 100% super-soft and super-warm Merino wool that does a damn good job at keeping the drafts out.



ICEBREAKER

## THE NORTH FACE

**PAMIR E-TIP GLOVE**

**€49.90**

Last years two top selling gloves were the Pamir and the E-Tip, this year TNF have been doing some matchmaking it seems, with the result being this; a combination of the two. We get the warmth and windproof quality of the Pamir's windstopper fleece and the fantastic ability of keeping the glove on while using all touch screen devices that made the E-Tip so popular,



## OCTOBER COMPETITION

This October the Great Outdoor Store have offered one of our readers the chance to win this month's fantastic competition to win a €100 voucher. All questions are based on this months issue.

1. Name the Cadet mentioned in the History article?
2. What does ONUC stand for (Congo)?
3. What % of Merino wool is the Icebreaker Chute made from?

*Competition closing date is the 19th October*

**Send all entries with your name and address:** September Competition, An Cosantóir, DFHQ, Block 5, Ceannt Bks, DFTC,

Curragh Camp, Co Kildare, Ireland. **Or email to:** subs@military.ie

September's winner of a €100 voucher is Oliver Byrne, 244 Beech Park, Lucan, Co. Dublin

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# NOTICEBOARD

This page is designed to give our readers an easy-to-follow list of upcoming events or notices for our wider Defence Forces Family. Readers that want to submit notices that may be of interest to others should keep their notices to the point, include contact details and send by email to: [magazine@military.ie](mailto:magazine@military.ie) or by post to: Editor An Cosantóir, DFHQ, Block 5, Ceannt Bks, DFTC, Curragh Camp, Co. Kildare, Ireland. PS. Our old noticeboard will still be made available on [www.dfmagazine.ie](http://www.dfmagazine.ie)

## Curragh Military Museum:

**Opening Times:** Monday to Wednesday 10am to 1pm and 3 to 5pm; Thursday 2 to 8pm; Sundays 12.30 to 3.30pm; Closed Friday and Saturday. For all queries, contact: 045-445342 or email: [curraghmilitarmuseum@defenceforces.ie](mailto:curraghmilitarmuseum@defenceforces.ie).

## ONE Information:

**Niomba Memorial Mass**, in Cathal Brugha Bks on Saturday November 5th.

## IUNVA Information:

**United Nations Day** is on Monday the 24th October.

**Annual Wreath Laying Ceremony**, UNVA Memorial Garden on Sunday November 6th.

**Niomba Wreath Laying Ceremony**, Glasnevin on Tuesday November 8th.

## Lebanon Day - Saturday the 19th of Nov 2011

**The Ormonde Hotel, Kilkenny.** From 14:00-20:00

Irish Lebanese Cultural Foundation Tel: +353 878090088 - Email: [Irishlebanese@hotmail.com](mailto:Irishlebanese@hotmail.com) - [www.irishlebanese.com](http://www.irishlebanese.com) - [www.lebanon.ie](http://www.lebanon.ie)

## 50th Anniversary Deployment of 'A' Coy 36 Inf Bn (Congo) December 1961

**WED 16 NOV** - Reception hosted by Lord Mayor of Dublin Cllr Andrew Montague, Mansion House

**SUN 11 DEC** - 09:45 Wreath Laying Ceremony United Nations Plot, Glasnevin Cemetery, 11:00 Mass McKee Bks, 13:00 Reunion Dinner Dining Complex, 15:00 NCO's Mess.

These events are strictly Ticket and Invite only: For more info contact during normal working hours: Jim Clarke on 086 3523614 or [jimmyclarke9@gmail.com](mailto:jimmyclarke9@gmail.com)

# SUDOKU

數字

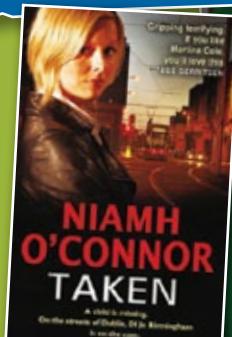
SUDOKU NO. 002 (MEDIUM)

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SUDOKU IS THE LATEST PUZZLE CRAZE TO COME FROM JAPAN; IT'S A NUMBERS GAME THAT'S DRIVING EVERYBODY MAD!

## OCT Q&A COMPETITION

1. How many years has the An Cosantóir been in circulation?
2. Who lost the 2011 Snr Football All Ireland Final?
3. What is Brendan Gleeson's latest movie?



Answers on a postcard to our normal address or email to [subs@military.ie](mailto:subs@military.ie) for a chance to win 'Taken' the new page-turning thriller by Niamh O'Connor. On the streets of Dublin a child is missing, it's a cold wet winter night when a car pulls into a service station in Dublin. A 3yr-old boy in the back-seat, is asleep. 5mins later he's gone – kidnapped! Distraught and fearing for his safety, she has only one option - DI Jo Birmingham.

Last months winner of Dan Brown's The Lost Symbol is Audrey Elliott, Sligo

Simply fill in the blanks spaces with the numbers 1-9.

Every row, column and 3x3 block must contain all nine digits with no number repeated in:

- Each of the nine vertical columns
- Each of the nine horizontal rows
- Each of the nine 3x3 boxes

1	5	2	3	4	7	9	6	8
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# REVIEWS

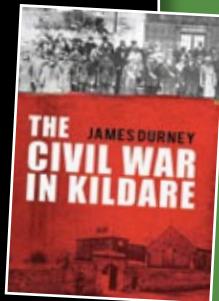
reviews

133

## BOOK

### THE CIVIL WAR IN KILDARE

**By:** James Durney  
**Publisher:** Mercier Press (June 2011) (www.mercierpress.ie)  
**ISBN:** 9781856357579  
**Paperback:** 222 pages  
**Price:** €15.29



### An in-depth study of the Civil War period in Kildare.

The Civil War left a more violent mark on Kildare than the War of Independence had. As a garrison county with military barracks situated on the main Cork and Limerick roads in Naas, Newbridge, the Curragh and Kildare town, it had a low level of republican military activity. By the Truce of 1921, however, Kildare's two IRA battalions had evolved into quite efficient military units.

Forty-three people in or from Co. Kildare died during 1922-3, while only fifteen people died in the 1916-21 period as a result of hostilities. Kildare had one of the highest numbers of IRA volunteers executed during the war - eight - and the largest single execution - in December 1922 when seven men from the Rathbride column were executed at the Curragh. Fifteen National Army soldiers were killed in ambushes in the county, yet only three RIC men died. Two internment camps - Tintown and Newbridge - housed nearly 3,000 prisoners in 1922-3, while the Rath Camp held 1,200. The internment camps were the scene of mass hunger strikes and mass jail-breaks and the escape from Newbridge is the biggest in republican prison folklore, with 112 prisoners getting away.

James Durney is an Irish author and local historian based in Naas, Co. Kildare, Ireland. He has written a number of books on both Irish and international history. His previous books include: *Vietnam- The Irish Experience* (2008), *In the Shadow of the Kings* (2007), *The Far Side of the World* (2005), *The Volunteer* (2004), *On the One Road* (2001), *Far From the Short Grass* (2000), *The Mob* (1999). [www.jamesdurney.com](http://www.jamesdurney.com)

## DVD

### INSIDIOUS

**Director:** James Wan  
**Genre:** Horror  
**Cinema Release Date:** 29 Apr 2011  
**Rental Release Date:** 09 Sep 2011  
**Certification:** 15

**Starring:** Patrick Wilson, Rose Byrne, Barbara Hershey, Angus Sampson, Ty Simpkins, Andrew Astor, J. LaRose, Arielle Brachfeld, Jeannette Sousa, Lin Shaye, Chelsea Tavares, Heather Tocquigny.



### in·sid·i·ous - Proceeding in a gradual, subtle way, but with harmful effects

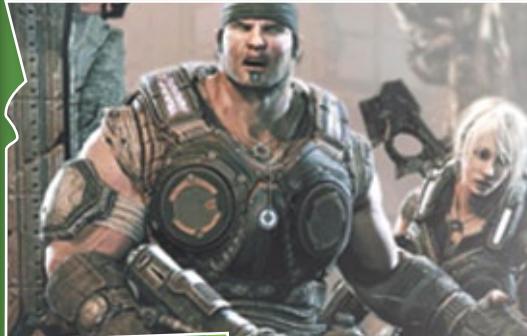
A family looks to prevent evil spirits from trapping their comatose child in a realm called The Further.

From the makers of *Saw* and *Paranormal Activity*, comes director James Wan's new supernatural suspense horror. *Josh* (Wilson) and *Renai* (Byrne) move with their three children to a beautiful new family home. But

their happy, carefree existence soon spirals into unmitigated terror when their son *Dalton* (Ty Simpkins) is knocked unconscious and falls into a coma, triggering a series of increasingly disturbing and gruesome occurrences.

Even after moving house, they discover it's not the house that was haunted...

Little do they know that there is much more to this endless sleep than meets the eye as they explore the paranormal, and rediscover the past?



## GAME

### GEARS OF WAR 3

**RELEASE DATE: 20 SEPTEMBER 2011**

*Gears of War 3* is the spectacular conclusion to one of the most memorable and celebrated sagas in video games. Developed by Epic Games exclusively for Xbox 360, *Gears of War 3* plunges you into a harrowing tale of hope, survival, and brotherhood. Fight on as Marcus Fenix, the grizzled war hero and leader of Delta Squad. Eighteen months after the fall of the last human city, the war against the Locust rages on. Meanwhile, deep beneath the surface, a fearsome new threat, the Lambent, is infecting the planet from within. With survivors scattered and civilization in ruins, time is running out for Marcus and his comrades as they take up their Lancers to make one last push that will ultimately decide the fate of humanity. Experience the epic finale to the "Gears of War" trilogy and fight alongside Delta Squad to rescue humanity. Play solo or with up to three friends cooperatively through the campaign on Xbox LIVE.

**Platform:** Xbox 360 - **Price:** €45.97 - **PEGI:** 18  
**For more info see:** <http://gearsofwar.xbox.com/en-IE/>  
*Gears of War* & *Xbox 360* are registered trademarks of © 2011 Epic Games Inc. & © 2011 Microsoft respectively. All rights reserved.

**Microsoft**



**XBOX 360**



# WHAT I DO

**NAME**  
**RANK**  
**UNIT**

**HEATHER WALSH**

**SISTER**

**ST. BRICIN'S, LOGS**

**BASE HOSPITAL, 2 LSB**



**I joined the Army Nursing Service (ANS) in 1981 after graduating as a registered General Nurse and Mid-Wife, gaining experience in paediatric infectious diseases and psychiatry.**

Here in St Bricin's nurse's work as part of a multidisciplinary team comprising of medical officers, medics, para-medics, radiographers and administrative staff. The hospital is staffed 24/7 providing inpatient and outpatient services.

A working day for an Army Nurse starts at 08:00 receiving a handover from the night staff. This is a detailed report on the condition care and treatment of the in-patient admissions and outpatients attending overnight. Throughout the day Army Nurses work on the ward caring for day cases, admissions, and patients requiring monitoring following outpatient procedures. A comprehensive outpatient's service is provided in St Bricin's and the medical facilities in Cork and the DFTC. Both civilian and military doctors attend these faculties daily. In St Bricin's Ear Nose and Throat, Optimology and Medical Consultants also attend.

A daily sick parade takes place each morning. Normal cases would be flu's, sports injuries or acute conditions requiring stabilisation and transfer to centres of excellence providing specialised care. Our daily phlebotomy clinic carries out routine bloods for routine and overseas medicals, and bloods ordered by the doctors on the sick parade. Daily dressings, removal of sutures and injections are all part of our daily work load working in the Accident and Emergency, or patients referred back to us from civilian hospitals.

An important aspect of the work we provide is health promotion. This is the process of enabling people to improve their health by making healthy lifestyle choices. The ANS implement, promote and document the vaccination programme for the Defence Forces personnel. This includes initial vaccinations for recruits and cadets, updating vaccinations for personnel following annual medicals, administration and documentation of specific vaccinations required for overseas missions.

Post graduate education has greatly developed the role of the ANS enabling the provision of nurse led services in areas such as women's health, diabetic assessment and treatment, and counselling.

ANS personnel do not serve on UN peacekeeping missions. However Army Nurses have served in humanitarian missions such as Honduras, and often visit overseas missions in an observer status to gain first-hand experience.

It is a very busy, demanding, and fulfilling job, 'Everyday is Different'. As an Army Nurse I am very proud in the competent and efficient modern medical contribution the ANS has made and is making to the Defence Forces. ■

**"It is a very busy, demanding, and fulfilling job, 'Everyday is Different'"**



# Making your money go further



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## Members Draw

### Results Sheet for 25th August 2011

**1st Prize, €10,000:** Robert Cosgrave, Crumlin, Dublin 12

**2nd Prize, €5,000:** Anthony Kelly, Balbriggan, Co Dublin

**3rd Prize, €2500:** Paul O'Keeffe, Fermoy, Co Cork

**4th Prize, €1500:** Hugh McGill, Fintown, Donegal

**€500 Prize:** Tommy Morgan, Kells, Co Meath; Thomas Joseph Conroy, Mountmellick, Co Laois; Peter Lynch, Rush, Co Dublin; Emmett Eiffe, Mountnugent, Co Cavan

**€100 Prize:** Thomas Clarke, Swords, Co Dublin; James Nugent, Athlone, Co Westmeath; Enda Murphy, Cobh, Co Cork; Gary Leech, Drogheda, Co Louth; Michael Burke, Donnycarney, Dublin 5; Liam O'Dwyer, Glasnevin, Dublin 11; Gerard Geaney, Farranree, Co Cork; Noel O'Neill, Ballybrait, Galway; Martin Cosgrave Jnr, Kilbarrack, Dublin 5; John Behan, Clondalkin, Dublin 22; John Murphy, Castlecomer, Co Kilkenny; Diarmuid O'Connor, Co Meath; Peter Hennessy, Hospital, Co Limerick; John Agnew, Co Louth; Patrick Power, Mountmellick, Co Laois

## Congratulations to all our winners

*The next draw will take place on the 29th September 2011*

75/76 Amiens Street, Dublin 1

**Tel:** 01 8554489 **Fax:** 01 8558067

**Email:** [info@ansaccu.ie](mailto:info@ansaccu.ie) **Web:** [www.ansaccu.ie](http://www.ansaccu.ie)



Óglaigh  
na hÉireann  
DEFENCE FORCES IRELAND



# Defence Forces *Annual Gala* Concert

*Supported by the Irish Blood Transfusion Service*

**Saturday 22<sup>nd</sup> October, 2011 at 8pm**  
**National Concert Hall**

**FEATURING**  
**Bands of the Defence Forces**

**GUEST ARTISTE**  
**Celine Byrne (Soprano)**



**Bookings: National Concert Hall:**  
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**Eastern Brigade Booking Office: (01) 8046296**

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 **Irish Blood  
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