



CAVALRY CLUB NEWSLETTER - WINTER 2020



History may well look back on the year 2020 and how the impact of the pandemic Covid 19 curtailed our lives and how it brought normal activities to a halt. The Cavalry Club and all similar clubs and associations had their plans and schedules thrown into turmoil and cancelled in the interest of the health and safety of our members, their families and the wider community as we adhered to advice from the government and the health authorities. On a number of occasions, we attempted to run the annual golfing competition as restrictions were eased but this proved to be an impossibility as local restrictions were put in place for Counties Kildare, Dublin and other counties.

We must pay tribute to our serving personnel, both regulars and reservists who were on the frontline in defending the population from this deadly threat. We extend our sympathy to our members who were bereaved and to the families of our comrades who lost loved ones and did not have the opportunity to bid farewell with the support and condolences of the community. We look forward to better times in 2021 and to regaining face-to-face contact with our members.

At this special time of year, we remember with sadness those who died during the year, in particular we think of the family and loved ones of the late Lt Col Anthony Carr (Retd) from Newbridge, County Kildare who died on 16 Jun 2020.

Your Club Committee

Our Captain on the Double



Insightful article penned by Capt. Tony Davey Retd. on his involvement in the recent logistical operation to bring in shipments of essential PPE from the early days of the COVID-19 epidemic through to its peak mid-summer.

Mighty example all round of team effort and logistical endeavour.

The Cavalry Club salute all those like Capt. Davey who have played an invaluable role at this time of national crisis.

My experience of the Aer Lingus PPE Airlift from China.

Being able to help out with Ireland's battle against the COVID-19 Pandemic is something I was fortunate to be able to do in my job as a Captain with Aer Lingus.

My connection with the military was through the RDF/FCA and my last appointment there was Captain adjutant with 62 Cav Sqn RDF in Cathal Brugha Barracks.

I am a commander on our A330 aircraft and earlier this year operated direct flights to Beijing PRC, returning to Dublin with consignments of Personal Protective Equipment (PPE) for our frontline medical personnel.

The operation began on Saturday, 28th March, and over three months some 259 round trips were operated, amounting to almost 2.7m miles travelled by the A330 fleet on the route. The services transported 4,000 tonnes of cargo, made up of some 86m individual pieces of PPE, with up to five flights operating daily. The final flight arrived into Dublin Airport on Friday June 26th.

Planning of this operation from its inception to take-off of the first flight took a little over three days and entailed an extraordinary amount of communication. Every department of the airline was called upon and most operated for 24 hours each day during that period.

Here I must compliment His Excellency the Ambassador of the People's Republic of China and the personnel at the Embassy of the PRC for their engagement and assistance without which this could not have happened. Also, and at very short notice, the officials at the Embassy set up a most expeditious visa processing operation for the Aer Lingus pilots, engineers and loadmasters.

Our Flight Operations Department provided suitably qualified pilots (crews of five) while specialist flight planners and performance engineers organising route and airspace options came through Flight Ops Support along with clearances to enter the PRC plus the data for the destination airfield and the en-route and destination alternate aerodromes.

The Engineering Department provided engineers (2 per aircraft) and logistical support for maintenance issues; IAG Cargo Dublin gave us loadmasters (2 per aircraft) to supervise the weight distribution and load security at Beijing while Flight Kitchens Department looked after our food.

In-Flight Services provided the special crew declarations and health-check documents.

The airline's Finance Department, Corporate Security and Legal Office were involved in the planning as was the Head Office at Shamrock House. The Aer Lingus Appearance Teams undertook a deep cleaning and sanitising regime on each aircraft after unloading and again prior to the aircraft re-entering service.

With a flight crew of five, pilot's roles and responsibilities were clearly defined at the flight planning stage. The captain eastbound was Commander A, the captain westbound Commander B and a senior first officer was designated Relief Commander. The remaining two first officers were similarly detailed as Co-pilot A and B.

The airborne time flying east to Beijing was, on average, 10 hours and the return took 11 hours. The time difference was due to the prevailing westerly winds aloft which, while blowing against us on the way home, had the effect of reducing our speed across the earth. Cruising altitudes varied depending on upper air-mass temperatures, wind strengths and the weight of the aircraft. Flights outbound to Beijing were flown at 37,000 or 39,000 feet and later, as the weight of the aircraft diminished with the engines consuming fuel, we climbed to 41,000ft. Westbound we usually flew at 38,000 or 40,000 ft.



The route from Dublin took us north of the Isle of Man towards Cumbria and east towards Sunderland, across the North Sea to Jutland and eastwards to Malmo; across the Baltic Sea over Parnü Estonia and then towards St Petersburg. Most of the time flying out and back was spent over Russia and indeed it is a very big country.

We flew over a large portion of Siberia, a vast underpopulated area yet quite beautiful with some areas resembling the European Alps. An example of the 'big country' is the flood plain of the river Ob as it flows west and then north from the city of Khanty-Mansiysk. The outer width of the river is similar in distance from Dublin to Galway. In the region to the west of the Ural Mountains, large areas are covered in a network of pipelines and roads associated with gas and oil exploration. The northern Ural Mountains are a defining feature of a global east-west borderline while the Western Altai Mountains mark another boundary, this time between Siberia and Mongolia.

Beijing Capital Airport is the largest airport at which I have landed. It is to the east of the city and has three north-south parallel runways. Because of the somewhat intricate layout of the taxiway structure, getting the aircraft to the designated ramp for loading was a challenge in itself.



Each aircraft flew east-bound almost empty and returned with every possible area of the aircraft packed with the PPE and, while these were very lightweight commodities, the payload varied between 14 and 25 metric tonnes. For these flights, the passenger seating in the cabin area was specially adapted to contain large packs of PPE. The boxes are wrapped in an outer packaging and were tension-strapped to the seat-row anchor points. It is quite unusual to see an airliner configured like this.



The loading process at Beijing Capital Airport PEK (ZBAA) was interesting in itself insofar as it involved two distinct loading teams. The main cargo bays, cargo holds 1, 2,3 and 4 were loaded using large hydraulic mobile lifting platforms while cargo hold 5 and the main cabin compartments were loaded by hand using well-rehearsed teams working in chain and utilising mobile conveyor belts angled upwards to the door platforms.

Climbing out of Beijing we crossed the Great Wall and on the port side of the aircraft, embedded into the hillside, a noticeable patriotic slogan in Mandarin proclaims: “Be loyal to Chairman Mao”. From this point to the eastern border with Mongolia the topography is very similar to that of Spain’s interior. Approaching the border with Mongolia we were flying over high desert with great expanses of dusty plains between the few towns en-route.

Ulaanbataar, that nation’s capital, is sited in a green valley between two mountain outcrops. The airport there has a south-east facing runway with an unusually steep up-slope.

Continuing westwards as we flew over the Alti mountain range again, this time towards Siberia, the tiredness factor became more noticeable and over the following five hours there were quite a few changes of the operating pilots. There was a short but formal handover of command of the aircraft from Commander B to the Relief Commander, and later on to commander A. Having rested, Commander B then resumed his position for the remainder of the flight. Despite our familiarity with each other, clear articulation of operating responsibility, roles and rest periods were essential.

A physiological pleasantry of these flights was that, if I needed to exercise cramped muscles after say 6 or 8 hours in the cockpit, I handed over control and went for a walk taking in the full length of the aircraft. This is quite a novelty because on a regular passenger flight there are security implications against such a stroll around the cabin.

The return journey initially re-traced the outward flight westwards as far as Ulaanbataar but from there until the east of Scotland we flew a much more northerly route. There are two reasons for this: going to China, the Russian authorities allocated a specific entry point to their airspace for our flights and this was south of St Petersburg bordering eastern Estonia, but for the return flight the exit point was not so crucial and, so as to take advantage of a shorter distance over the earth and a lesser strength of headwind, we now had the option to fly at a higher latitude coming home. Taking the route of a higher latitude reduced both the flight time and fuel-burn on the flight to Dublin.

Across Mongolia and Russia, from Ulaanbataar to Krasnoyarsk to Niznevartovsk to Surgut and then just south of Archangelesk on the White Sea to Northern Europe we went. Leaving Russia behind us as we flew over Northern Karelia and, on transferring to Finnish air traffic control, the unanimous feeling amongst the crew was that we were home. I noticed on these westbound flights especially that the summer weather over Finland and Sweden was extraordinarily good whereas Norway had a more typically West of Ireland summer.



Our reception at Dublin Airport was always enthusiastic and professionally brisk as the Aer Lingus loading teams transferred the PPE cargo to the Army Logistics for transport and distribution to the HSE and frontline medical personnel. As we walked away from the A330, feeling weary and fighting the powerful impetus to sleep, it was indeed a feeling of satisfaction to know that we had achieved something that aided the great lifesavers of the front line in their fight against the beast COVID-19.

AGM 2021

In consideration of the exceptional circumstances, the Club Committee believes that this meeting cannot take place as would be the usual in the month of February. Given restrictions on gatherings, movement between localities, and in the best interest of the health and safety of the membership, the Committee has decided to postpone the AGM. The Committee has agreed to continue to serve until such time as it would be safe to do so, and the membership would have peace of mind to attend in numbers required.

The Committee has discussed the possibility of conducting the AGM in some online conference call fashion, however we concluded that in order not to disenfranchise any sections of our membership, this approach to conducting the AGM would not be preferential. This approach is still under review, pending prevailing circumstances. Club activities being curtailed in 2020, and likely to continue into 2021, has meant that the activity on the Club accounts has been minimal, however the accounts will be reviewed for 2020, and a statement from the appointed auditors will be posted in the next Newsletter.

Retirement Col Seán O'Keeffe.

Col Seán O'Keeffe retired from the DF on 17 Dec 2020 after almost forty-one years of service. He was a member of 55 Cadet Class, and he was commissioned in May 1980 and assigned to Dep Cav. Two of his classmates were also posted to the Corps, Lt Col Tom Heskin (Retd) and Capt Maurice McQuillan (Retd). Seán was Club President in 2000 and served on the committee on a number of occasions. Due to restrictions on gatherings, it has not been possible to hold for a farewell presentation to mark his departure. We wish Seán and his family every happiness into the future and we look forward to seeing him at club functions.



On the occasion of his retirement from the Defence Forces, Col.Ray O'Lehan, in best Covid military fashion, presented Col.Sen O'Keeffe with a mounted track link from a Scorpion tank.

Promotions.

Best wishes and congratulations Comdt. Andrew Burke who is now listed for promotion to Lt.Col. Andrew is currently serving as Staff Officer at Strategic Planning Branch.

Cavalry to the rescue

(article courtesy of the Limerick Leader – 19th December 2020 by Áine Fitzgerald)



A Limerick man whose bravery saved a young woman's life, has been named the Limerick Person of the Month. Captain Liam Halpin from Woodview Park in the city came to the rescue of a teenager who had gotten into difficulty in the waters off County Clare. Only for the quick-thinking and fast action of Mr Halpin the outcome most certainly would have been very different.

"I am delighted to receive the person of the month award. I didn't expect it," Mr Halpin told the Leader after being phoned to inform him of the award which is sponsored by the Limerick Leader, media agency Southern and the Clayton hotel.

"We were both lucky to come out of it unscathed," he continued of the rescue operation. "I was in the right place at the right time."

The dramatic rescue effort unfolded when Mr Halpin and his family were enjoying a family walk on Doughmore Beach close to Trump International Hotel in Doonbeg on August Bank Holiday Monday.

"I noticed that there were two people in the water - a boy and a girl. They seemed to be struggling a bit. The boy managed to get himself out and when he came out he was still a bit panicked and he said that his sister was in trouble," Mr Halpin explained.

The young woman started shouting for help. "They weren't from the area. The boy was 13, I think, and the girl was 19. She was being taken out by the tide very very quickly," said Mr Halpin.

“She was struggling. There was a lady beside us and she called 112 and my wife ran up to the hotel and raised the alarm with them to see if they could get the Coastguard or someone out.”

Mr Halpin started running back down the beach in search of a surfboard or bodyboard. “I came across a family who had a bodyboard.”

At this stage the young woman had been swept to a different location in the water.

“I am not a strong swimmer. Like if I had gone out in the water without the bodyboard I wouldn’t have been able to get back again,” said Mr Halpin who got into the water and started kicking to build momentum to reach the young woman.

“I had to go through the waves rather than over them as they were so high. Eventually, when I got to the point where I thought she was, she had been swept out further again and I couldn’t see her or see people on the shore at that stage either to direct me to where she was.”

The teenager started shouting so Mr Halpin saw her. “To be fair to her she was very, very strong - she could have been in the water 15 minutes at this stage, maybe more, and she still managed to keep herself up over the water which I would say was very hard. I’d say the water came in over her head I don’t know how many times. Eventually I got to her.

“I put the board out and said ‘hold onto it, don’t let go’ and then the two of us started kicking like mad into the shore.”

By the time they reached land, the helicopter, Coastguard and the National Ambulance Service had arrived on the scene.

The girl was checked out in the ambulance first and was then taken to University Hospital Limerick in the helicopter. She was able to walk to the ambulance.

A few days later the teenager from County Offaly made contact with Mr Halpin to thank him for his bravery.

“She was very thankful and sent a small gift - it was very nice,” he said.

Mr Halpin who is an army captain based in the DFTC headquarters, joined the army in 2004.

“For a long time - around 12 years - I was based in Cork and then in around 2017 I got moved to the Curragh to the military college and now I’m in the Defence Forces Training Centre in the Curragh,” he explained.

A native of Woodview Park in Limerick city, he now lives Naas. The son of Mary and Danny Halpin, Mr Halpin is married to Nicole. He has one brother Brian, in Canada, and one sister Jean who recently returned from Saudi Arabia.

Cavalry Officer Overseas Profile – Lieutenant Niall Harte



Lt Niall Harte is currently serving as Cavalry Troop, Recce Dismount Commander in UNIFIL as part of the 117 IRISHPOLBATT. Lt Harte was a member of the 90th Cadet Class and he was Commissioned to 1 ACS in JAN 2015. Lt Harte joined the 117 BN in AUG 2020 in McKee Barracks, Dublin with 28 BN as the lead unit under the Command of Lt Col Fred O'Donovan. The Cavalry Troop element of the 117 BN was drawn from all three of the squadrons with Captain Stephen Bunney of 2 CAV SQN appointed as Troop Commander. During the form-up period the Troop and its two Commanders were put through their paces undergoing extensive mission preparedness training, CRV/MRV qualification shoots and other essential pre-deployment briefings.

The form-up training culminated in the Glen of Imaal in OCT 2020 with the Troop being tested in various situation and mission readiness exercises, made all the more difficult given the limitations imposed by COVID-19.

As part of the new COVID-19 pre-deployment measures the 117 BN entered into two weeks of isolation in Coolmoney Camp prior to deployment on 09 NOV 2020. Lt Harte explained that this initial period of isolation was only part one of a two step isolation process. On their arrival in UNP 2-45 in South Lebanon Lt Harte and the other members of the Troop entered into a further two weeks of isolation away from the other members of the 116 BN. Lt Harte outlined that this period was difficult to adjust to with no interaction with their counterparts about to rotate home and an extremely limited routine in their isolation area. Despite this the Troop conducted mandatory UN Mission briefings with UNIFIL HQ in Naqura via video link on a daily basis and they were able to conduct some limited Troop training too which allowed them to hit the ground running following the isolation period. In the short period since taking over responsibility for the Battalion Mobile Reserve (BMR) from their counterparts in the 116 BN, the Troop has undertaken numerous familiarisation and framework patrols in the mission area. They have also conducted in depth and mission focused scenario-based training such as simulated BMR Callouts and they have taken the lead on various convoys to and from Beirut.

Lt Harte explained that the current situation in South Lebanon with up to 1500 daily cases of COVID-19 has greatly changed how they carry out their day-to-day work. This is especially evident on patrols where in the past it would have been customary to stop in various villages and engage with the local population, this is no longer possible to any great extent due to the threat this would pose to overall Force Protection. Despite this the Cavalry Troop continue to conduct continuous patrolling in the mission area, contributing to the maintenance of a safe and secure environment in the region.

Facing into a Christmas period overseas away from family and friends Lt Harte outlined that although this will be tough on everyone, especially those with young families, they will do their best to keep busy and enjoy the festive period. In keeping with the time of year the Troop will also be taking part in charity fundraising with the other members of the 117 BN with a GOAL Mile Run organised for Christmas morning in UNP 2-45.

The Cavalry Club wishes all Cavalry Corps personnel serving overseas a happy and safe Christmas period.

Cavalry Corps Memorial Day 2020.

Members will know that the inaugural Remembrance Day for Cavalry personnel killed while serving with the United Nations in the Congo and Cyprus was held On Saturday 05 Nov 1966. Since 1966, the Cavalry Corps Memorial Day to honour members of the Corps who died on overseas service and those who died during the year has been held on the first Saturday in September, this year was the first time that the ceremony had to be curtailed because of public health restrictions on gatherings.



Capt Damien O’Herlihy Vice President laying the Cavalry Club wreath, Cpl Thomas Doyle (Retd) laying the Glengarry Club wreath, and Sgt Leo Moran (Retd) laying a wreath on behalf of 2 Cav Sqn Veterans Association.



Brig Gen David Dignam GOC DFTC arriving on parade escorted by Lt Col Robert Duggan Sch Comdt Cav Sch (Club President 2002).

McKee Officers Club film on the Congo 1960

McKee Officers Club had planned an event to commemorate the 60th anniversary of the deployments of 32 Infantry Battalion and 33 Infantry Battalion to Opération des Nations Unies au Congo (ONUC) in July and August 1960. Unfortunately, like so many events planned for 2020, this was cancelled due to Covid restrictions.

However, to mark the anniversary within these constraints, a small 'Congo Group' was established on behalf of the Club. This 'Congo Group' made use of a 'home movie' filmed by Lt (later Col) Paddy McNally during his deployment at HQ ONUC in Leopoldville in 1960-61. This footage was edited to include several interviews, including interviews with five Club members who served in that initial deployment.

The film, interspersed with photographs, is intended to be entertaining, evocative, to record some personal experiences and to show some long-lost film of historic events which might otherwise be forgotten. It is not intended to be a documentary record of the deployment or operations of the Defence Forces in the Congo and we ask you to please bear this in mind when you view the film.

It is particularly significant that October also marks the 60th anniversary of the deaths of Company Sergeant Felix Grant and Colonel Justin MacCarthy in the Congo, they were the first two fatalities on overseas service. The film includes footage of Colonel MacCarthy's final journey home to Dublin. This film should be of interest to serving and retired personnel.

The film is listed on the CavalryClub Youtube channel, or can be found through the Youtube search box by entering - **Congo In the Service of the Future**



Video clip

27 July 1960, review of 32 Inf Bn (the first DF unit to deploy to the Congo) by An Taoiseach Seán Lemass at the GPO, 2 Mot Sqn provided the GOH, OIC GOH Lt Charles O'Rourke Flag Officer Lt Kevin Knightly.

Historical Cavalry and Armoured Vehicles Photographs.

For several years, we have included archive photographs of personnel of the Corps through the decades as well as images of armoured fighting vehicles in Ireland or used by the Cavalry Corps on home service or overseas. To mark the 60th anniversary of the deployment on the Defence Forces' first armed UN mission we decided to salute the surviving eleven officers who served with Opération des Nations Unies au Congo (ONUC). ONUC was the second UN armed mission and it was established on 14 July 1960 and stood down on 30 June 1964. It was the first time that the UN was involved in an internal conflict and it was the first time the UN had to use force to achieve the mandate.

It was unprecedented in terms of numbers, at its peak, ONUC reached a maximum strength in July 1961 with 19,828 all ranks. Military personnel were provided by thirty countries and the force operated in an area of 2,344,858 square kilometres (today the DRC is the 11th largest country in the world by area).

The Defence Forces supplied twelve units: eight Infantry Battalions, two Infantry Groups and two Armoured Car Squadrons.

5,273 Defence Forces personnel served with ONUC, this included 764 who served twice and 154 personnel who served three tours of duty, in total 6,191 cumulative tours of duty were completed.

Twenty-six members of the Defence Forces lost their lives while serving with ONUC. Of the thirty troop-contributing countries, Ireland had the fourth highest number of fatalities after Ghana (49 deaths), India (39) and Ethiopia (28).

When the Chief of Staff Lt Gen. Seán McKeown opened the Memorial Garden in Plunkett Bks on 06 Oct 1963 spoke of the cavalrymen who died in the Congo:

“They gave their lives gloriously and magnificently, a sacrifice in the best traditions of the country, the Army and the Cavalry Corps. I am certain that their names will not be forgotten, and I am convinced that their sacrifices will not have been in vain. I am proud to perform the ceremony of unveiling the memorial on which are inscribed the names of the six dead soldiers. Three of them, Sgt Gaynor, Tpr Browne and Tpr Fennell fell at Niemba in November 1960. There in the fateful ambush, in which almost an entire patrol was wiped out, these men acquitted themselves in the highest traditions of Irish arms. Against odds estimated at 20 to 1, they fought bravely and unflinchingly. One of them, Tpr Anthony Browne, for his particular heroism and gallantry on the occasion, was posthumously awarded An Bonn Míleata Calmachta.

A little under a year after this tragic engagement, the names of Cpl Nolan, Tpr Gaffney and Tpr Mullins had been added to the roll of the dead. They died in Elizabethville, and in the hurly burly and confusion peculiar to street fighting, these young soldiers deported themselves with resolution and courage until they fell in action.

In honouring the memory of these men, we pay tribute also to the officer, three NCOs and two Tprs who were wounded and to all members of the Cavalry Corps who served in the Congo. The Cavalry Corps has a proud record in the United Nations operation since it began in July 1960 and the corps was represented in the ranks of every Irish unit in the Congo.

In all, Cavalry provided 655 personnel, 67 officers, 201 NCOs and 387 Tprs. This is a magnificent contribution, indicative of the high state of morale in Cavalry units.”

In paying tribute to the Cavalry Congo Veterans, we have listed them in alphabetic order (*E&OE*).



Lt Col Patrick Freeman (Retd), he served as a 2/Lt with the Armd Car Gp 38 Inf Bn from Nov 1962 to May 1963. 38 Inf Bn were engaged in combat during Operation Grandslam from 28 Dec 1962 to 15 Jan 1963. This photograph was taken in 1965 in Cyprus when Lt Col Freeman was serving with the Armd Car Gp 5 Inf Gp.



Lt Col Sean Hennessy (Retd) as a Capt, he served two tours of duty, first with the Armd Car Gp of 35 Inf Bn from Jun to Dec 1961 where he was involved in the fighting in Elisabethville during Operation Morthor in Sep and Operation Unokat in Dec. He was under command to 12 Swedish Bn for a period during the fighting in Sep. Later he served with the Armd Car Gp 39 Inf Bn from Apr to Oct 1963. This photograph was taken in Cyprus when Lt Col Hennessy was serving with Armd Car Gp 6 Inf Gp in 1966.



Lt Col Kenneth Kelly (Retd) as a 2/Lt and three months after commissioning, he served with the Armd Car Gp 2 Inf Gp from Oct 1963 to May 1964 in Kolwezi, this was the last Irish unit to serve in the Congo. This photograph was taken in Kolweze in 1964.



Lt Col Christopher Leaney (Retd) he served as a Lt Recce Tp Comd with 2 Armd Car Sqn from Sep 1962 to Apr 1963. This was an independent unit; it was equipped with Ferret Scout Cars and it was based in Leopoldville, the capital of the Congo. This photograph was taken in Lebanon when Lt Col Leaney was a Comdt Coy Comd Recce Coy 56 Inf Bn in 1985 - 86.



Capt Raymond Leonard (Retd) served as a Lt with the Armd Car Gp 38 Inf Bn from Nov 1962 to May 1963. This photograph was taken in 1959 when Comdt Leonard was a Lt in 4 Mot Sqn.



Capt Anthony Marshall (Retd) served as a Pte with B Coy 36 Inf Bn from Nov 1961 to May 1962 and with B Coy 38 Inf Bn from Nov 1962 to May 1963. The two units were in combat operation during Operation Unokat in Dec 1961 and Operation Grandslam during Dec 1962 and Jan 1963. This photo was taken in 1989 when Capt Marshall was serving with 3 Cav Sqn FCA.



Col Michael Mullooly (Retd) served as a Lt with Armd Car Gp 37 Inf Bn in Leopoldville and Elisabethville from May to 14 Nov 1962. This photo was taken at Plunkett Bks circa 1960.



Lt Col Michael Murphy (Retd) served as a Lt Tp Comd 2 Armd Car Sqn from Sep 1962 to Apr 1963 in Leopoldville. Lt Col Murphy as a Comdt in 1984 when he was Sqn Comd 11 Cav Sqn.



Capt Charles O'Rourke (Retd) served as a Pl Comd with A Coy 33 Inf Bn from Aug 19 to Jan 1961. The battalion had twelve fatalities including the nine men who were killed in the Niamba Ambush. Capt O'Rourke in Aug 1960.

Capt Patrick Power (Retd) completed three tours of duty in the Congo. He deployed with the first unit, 32 Inf Bn as a Tpr from Jul 1960 to Jan 1961. As a Cpl he served with B Coy 35 Inf Bn from Jun to Dec 1961 and with the Armd Car Gp 37 Inf Bn from May to Nov 1962. In 1961, 35 Inf Bn had the distinction of taking part in three of the major operations in Katanga Province Operation Rumpunch in Aug, Operation Morthor in Sep and Operation Unokat in Dec. Capt Power as a young Tpr in the Congo in 1960.



Comdt Brendan Smyth served as a Lt with Armd Car Gp 34 Inf Bn from Jan to Jun 1961 (this was the first DF unit to have a Cav element) and as a Capt with Armd Car Gp 38 Inf Bn from Nov 1962 to May 1963. Comdt Smyth photographed as a Lt in the Congo in 1961.