

# CMH NEWSLETTER

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## THEY FOUGHT ALONE by: John Keats

### Book Review by Austin Moore

This is a story of action, pride, animal beastality, courage, instinct, bravery, frustration, and determination. Because the characters and the plot are so unbelievable, the reader is constantly forced to remind himself that this is a true story.

Wendell Fertig, a mining engineer, found himself, quite by accident, on Mindanao Island in the Philippines in the early part of 1942. As organized resistance crumbled before the Japanese advance, Fertig fled into the hills.

One by one the senior American officers surrendered to the Japanese. Fertig a Reserve Lt./Colonel, suddenly realized that he was the ranking American still free on the island.

As the story unfolds, it traces the mental processes that this man went through. First, he decided not to surrender even though ordered to do so. Next, he had to decide if he was going to actively resist the enemy or simply hide out until "THE AID" arrived. After he made the momentous decision to oppose the invader he was faced with constant hourly decisions on how best to do so.

It tells how Fertig united the divergent bandits and patriots on the island. It depicts how he instituted a civil government that established courts, printed money, produced food and war materials, established communication systems, and supported the armed resistance.

Fertig also built an effective fighting machine and in spite of terrific obstacles tied up Japanese forces to the extent that Mindanao became liability rather than an asset.

Because, this island was in a remote part of a war and was given secondary priority by the Allies, Fertig's efforts and pleas received scant attention and minimal support. His efforts to expand his effectiveness were constantly thwarted and even opposed by higher command. It is heart rending to read of the arrival of formal, conventional warfare and the out-come of the war in this theater.

This book is extremely well researched. The author spent three years in its preparation. This included a return to the scene of action accompanied by Fertig.

The author can also be commended on his mastery of the language and his perceptiveness. Keats does however, take some liberties with poetic license. This is one of the few works that it is used effectively instead of as a crutch. Keats still sticks to the facts rather than the usual author's suppositions and inventiveness. He doesn't have to invent. Any supposed, assumed or manufactured inclusions would simply detract from the story.

A WARNING: Do not start to read THEY FOUGHT ALONE if you have something important to attend to. You will not be able to set this book down once it is started.

NAPOLSONS MARSHALS by: R.F. DRIDENFIELD, CHILTON BOOKS, PHILADELPHIA

In the years between 1804 and 1815 Napoleon promoted 26 men to the position of Marshal of France. It was a position second only to the Emperor himself. This is the story of Napoleon and his 26 Marshals. It follows their careers, from the first days of the Revolution to their deaths. Stories of their courage, ambition and bravery; their quarrels, intrigue and greed; their grasping at crowns and titles are included. The book captures the color, excitement and strategy of the great battles.

It is most interesting to find out which of the Marshals were not corrupted by greed or ambition and remained loyal to Napoleon to the end. There was only one. The English author of NAPOLSONS MARSHALS is considered an expert on the First Empire. The Marshals covered are:

- KELLERMAN- began as a regular soldier with the rank of ensign
- LEFEBVRE - began as a hussar
- PERIGNON - began as a grenadier
- BERTHIER - was an engineer turned professional soldier
- MURAT - was an innkeepers son originally destined for the church
- MONCAY- set out to become a lawyer
- JODAN- a doctor's son who walked the roads as a peddler
- MASSENA- had been cabin boy, smuggler and fruitseller before he became an officer
- AUGERAU - his first wages were earned as a footman
- BERNADOTTE - a lawyers son turned professional soldier who rose to be a sergeant major
- SOULT - set his heart on becoming a village baker
- BRUNE - began studying law but always wanted to be a writer
- LANNES - began life as an apprentice dyer
- NEY- was not to work as a barrel cooper but ran away to become a hussar
- DAVOUD- entered the Royal Army as a sub-lieutenant
- BESSIERES- his first job was that of a barber
- VICTOR- a Revolutionary sergeant in the Royal Army
- MAC DONALD - the son of an exiled Scots clansman, who became an officer at the age of twenty two
- MARMONT- began as an artillery cadet
- CAUDINOT- thought of following his father in the brewery trade but joined the army when the Revolution broke out
- SUCHET - his father was a silk manufacturer
- ST. CYR- began life as a student of engineering and gave lessons
- PONTOULONSKI- was the nephew of a polish prince and followed the trade of arms all his life
- GROUCHY- the son of a Marquis, who enlisted as a volunteer on the side the people when the Revolution began.

It can be seen these men came from varied and sometimes humble origins. Their rise to prominence in the greatest army of it's day makes fascinating reading.

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DECEMBER PROGRAM by: Bob Black

A brief outline (to which the Author refuses to be held) of the presentation on War, its practice and parameters, from 1600 through the End of Civilization 1789.

- I. The Thirty Years War 1618-1648
  - A. Prologue (uniforms, equipment, political considerations)
  - B. Organization, Infantry and Cavalry
    1. The Spanish System
    2. The Swedish System
  - C. Artillery - Swedish Innovations
  - D. Supply, or lack of it
  - E. The Battle of Lutzen - 1632
  
- II. The War of the Spanish Succession 1700-1714
  - A. Prologue (uniforms, political considerations)
  - B. Innovations 1650-1700
    1. The Flintlock Musket
    2. The Bayonet
  - C. Fortifications 1650-1700
    1. Vaughan's System
    2. How to take a Vaughan Port
  - D. The Battle of Blenheim 1704
  
- III. The Seven Years War 1756-1763
  - A. Prologue (uniforms, equipment, political considerations)
  - B. Reforms of Frederick William II
    1. Streamlining the Military and the State
    2. The Prussian Drill Manual
  - C. The Battle of Rossbach (1757) and the oblique order of attack
  
- IV. The Decline of Classical Warfare 1756-1789
  - A. Frederick The Great's Innovations (horse artillery, Jagers)
  - B. The Democratization of War ( The American Revolution)
    1. Generalities
    2. Nathaniel Greene's Campaign
  - C. French Military Reforms 1760-1789



U S HAULERSHIP OF NM II by: Richard H. Moore

| NAME                  | PIPER | TONNAGE | SPEED<br>KNOTS | Feet | ARMON<br>FURROW | Deck      | AIR<br>CHAMP | ARRANGED |        |             |      |    |
|-----------------------|-------|---------|----------------|------|-----------------|-----------|--------------|----------|--------|-------------|------|----|
| OHIO<br>ARIZONA       | BB33  | 1912    | 26,100         | 20.5 | 5-11"           | 9-12"     | 4"           | 2        | 12-12" | 15-5"       | 8-3" | AA |
| OHIO<br>NEW YORK      | BB34  | 1914    | 27,000         | 20   | 6-12"           | 8-14"     | 5"           | 3        | 10-14" | 15-5"       | 8-3" | AA |
| OHIO<br>TEXAS         | BB35  | 1914    | 27,000         | 20   | 6-12"           | 8-14"     | 5"           | 3        | 10-14" | 15-5"       | 8-3" | AA |
| OHIO<br>NEVADA        | BB36  | 1916    | 29,000         | 20   | 8-13 1/2"       | 9-16"     | 3-5"         | 2-3      | 10-14" | 20-5"       |      |    |
| OHIO<br>OKLAHOMA      | BB37  | 1916    | 29,000         | 20   | 8-13 1/2"       | 9-18"     | 3-5"         | 2-3      | 10-14" | 20-5"       |      |    |
| OHIO<br>PENNSYLVANIA  | BB38  | 1916    | 32,500         | 21   | 8-14"           | 9-16"     | 3-5"         | 2-3      | 12-14" | 20-5"       |      |    |
| OHIO<br>ARIZONA       | BB39  | 1916    | 32,500         | 21   | 8-14"           | 9-18"     | 3-5"         | 2-3      | 12-14" | 20-5"       |      |    |
| OHIO<br>NEW MEXICO    | BB40  | 1918    | 33,400         | 21.5 | 8-14"           | 9-18"     | 4-6"         | 2-3      | 12-14" | 14 or 20-5" |      |    |
| OHIO<br>MISSISSIPPI   | BB41  | 1917    | 33,400         | 21.5 | 8-14"           | 9-18"     | 4-6"         | 2-3      | 12-14" | 14 or 20-5" |      |    |
| OHIO<br>UTAH          | BB42  | 1919    | 33,400         | 21.5 | 8-14"           | 9-18"     | 4-6"         | 2-3      | 12-14" | 14 or 20-5" |      |    |
| OHIO<br>WISCONSIN     | BB43  | 1920    | 32,600         | 20   | 8-14"           | 9-18"     | 3-5+2.5"     | 2-3      | 12-14" | 20-5"       |      |    |
| OHIO<br>CALIFORNIA    | BB44  | 1921    | 32,600         | 20   | 8-14"           | 9-18"     | 3-5+2.5"     | 2-3      | 12-14" | 20-5"       |      |    |
| OHIO<br>COLORADO      | BB45  | 1923    | 32,500         | 21   | 8-16"           | 9-18"     | 3-5+2.5"     | 2-3      | 8-16"  | 16 or 20-5" |      |    |
| OHIO<br>HAWAII        | BB46  | 1921    | 32,500         | 21   | 8-16"           | 9-18"     | 3-5+2.5"     | 2-3      | 8-16"  | 16 or 20-5" |      |    |
| OHIO<br>WEST VIRGINIA | BB48  | 1923    | 32,500         | 21   | 8-16"           | 9-18"     | 3-5+2.5"     | 2-3      | 8-16"  | 16 or 20-5" |      |    |
| OHIO<br>KANSAS        | BB55  | 1941    | 35,000         | 27   | 16"             | 18"       | 6-4"         | 4        | 9-16"  | 20-5"       |      |    |
| OHIO<br>KANSAS        | BB56  | 1941    | 35,000         | 27   | 16"             | 18"       | 6-4"         | 4        | 9-16"  | 20-5"       |      |    |
| OHIO<br>SOUTH DAKOTA  | BB57  | 1942    | 35,000         | 27   | 16"             | 18"       | 6-4"         | 3        | 9-16"  | 16-5"       |      |    |
| OHIO<br>YUTAH         | BB58  | 1942    | 35,000         | 27   | 18"             | 18"       | 6-4"         | 3        | 9-16"  | 20-5"       |      |    |
| OHIO<br>MISSISSIPPI   | BB59  | 1942    | 35,000         | 27   | 18"             | 18"       | 6-4"         | 3        | 9-16"  | 20-5"       |      |    |
| OHIO<br>ALABAMA       | BB60  | 1942    | 35,000         | 27   | 18"             | 18"       | 6-4"         | 3        | 9-16"  | 20-5"       |      |    |
| OHIO<br>VIRGINIA      | BB61  | 1943    | 45,000         | 33   | 19"             | 18"       | 6-5"         | 3        | 9-16"  | 20-5"       |      |    |
| OHIO<br>NEW JERSEY    | BB62  | 1943    | 45,000         | 33   | 19"             | 18"       | 6-5"         | 3        | 9-16"  | 20-5"       |      |    |
| OHIO<br>MISSISSIPPI   | BB63  | 1944    | 45,000         | 33   | 19"             | 18"       | 6-5"         | 3        | 9-16"  | 20-5"       |      |    |
| OHIO<br>MISSISSIPPI   | BB64  | 1944    | 45,000         | 33   | 19"             | 18"       | 6-5"         | 3        | 9-16"  | 20-5"       |      |    |
| OHIO<br>MISSISSIPPI   | BB65  | 1944    | 27,500         | 36   | 18"             | 18-7 1/2" | 3-7 1/2"     | 4        | 9-16"  | 12-5"       |      |    |
| OHIO<br>OHIO          | BB66  | 1944    | 27,500         | 36   | 18"             | 18-7 1/2" | 3-7 1/2"     | 4        | 9-16"  | 12-5"       |      |    |



## THE EMERGENCE OF AIR POWER by Dan Jones

### PART I --- INTRODUCTION

Father Francisco Lana of Rome in 1697 wrote a scientific treatise on the possibilities of building an 'aerial ship'. He was quite positive that it could be built and he was the first man in history to foresee its military application.

"There is one great difficulty that cannot be solved" the Jesuit wrote sadly "God will never allow man to construct such a machine, since it would create many disturbances in the civil and political governments of mankind. Where is the man who can fail to see that no city would be proof against surprise, when the ship could at any time be steered over its squares, or even over the court yards of dwelling houses, and brought to earth for the landing of its crew? Iron weights could be hurled to wreck ships at sea, or they could be set on fire by fireballs and bombs; nor ships alone, but houses, fortresses and cities could thus be destroyed with the certainty that the airship could come to no harm as the missiles could be hurled from a vast height."

He was mistaken, however, as the Almighty did allow two bicycle makers from Dayton, Ohio, to ascend from the ground in a powered flying machine at Kitty Hawk. With this moment, the history of the world would be forever altered. This event attracted no attention from the news media. In fact, only one paper mentioned this accomplishment.

The Wright brothers were only the first of many pioneers who struggled in obscurity and ridicule with their 'flying machines'. Many of these men fell by the wayside and their names are forgotten in almost all countries of the world. No help of any kind was forthcoming from their Governments. But, these men, limited to their individual finances and inventive abilities, made the 'flying machine' a practical reality.

The flying machine was born in a time of peace and gaiety. Most people, if they thought of airplanes at all, considered them toys of the madmen or eccentrics. The airplane was held in similar contempt in military circles of all nations. Only Germany made any effort to incorporate this invention in her military system:

The Army was still the power of Europe. Both England and Germany were engaged in huge naval building programs. On the surface at least, there was no desire by any of these nations to use these mighty powers in a war. The accent was on preparedness and friendly alliances. War was considered merely a colorful tournament.

Europe was on the brink of disaster. These very alliances, which were made in the hope of assuring a lasting peace, were their downfall. Europe was ensnared in military agreements of cooperation. It was a powder keg needing only a fuse to set it off. Then the fuse was supplied.

In a little town called Sarajevo, on the morning of June 28, 1914, Archduke Francis Ferdinand, heir to the Austro-Hungarian throne was assassinated. This crime was the small stone, once loosened, which brings the Avalanche. This was the precipitating incident which directly, or indirectly, plunged Europe and the World into a war of such immensity and carnage as to be unparalleled in history.

World War I set the stage for the emergence of the 'Flying Machine' as a weapon of war. On the eve of the conflict the cavalry was still the 'eyes' of the army, but the machine gun spelled the doom of this century's -old tradition. The rapid German advances of 1914 soon slowed and in the Battle of the Marne stopped altogether. Both armies began entrenchment. The trench soon extended, with successive attempts by both sides to flank the other, from the North Sea along a 400 mile front to Switzerland. The war became stagnant and immobile -- a war of attrition. With the elimination of cavalry as a scouting force, the armies were blind.

The Commanders were compelled to look to the sky. The airplane was still free, free to roam over the mud and filth of the trenches and bring back the precious information on troop movements and concentrations and direct artillery as the cavalry had done before. The scouting planes went about their duties unmolested on either side for a time. There was even a sort of camaraderie between the early pilots and observers on opposing sides, but this soon changed as a few from both sides began carrying pistols, or rifles, to take shots at one another. Soon both sides began mounting machine guns on their observation aircraft.

The slaughter in the air did not really take any form until February of 1915, when a Frenchman named Roland Garros installed a machine gun in a small Morane-Saulnier Monoplane fixed to fire forward through the propeller blades. This enabled him to aim the gun by flying directly at his target. After a series of victories, the entire German observation squadrons were in a state of panic. This system enabled Garros to be a deadly marksman. Seven German planes fell in four days. During the weeks that followed the Germans guessed that this revolutionary tactic was the creation of one French flyer. The possibility of the entire allied Air Arm adopting this technique would have driven the Germans from the skies in a matter of weeks.

Then one day, a French single engined plane developed engine trouble over the front and glided down behind the German lines. The pilot, Garros, was captured before he could burn the plane, thus, his secret fell into the hands of the Germans.

Close examination showed how it worked. An automatic rifle was mounted directly on the cockpit pointing dead ahead at the propeller. On the rear side of the propeller blades were mounted steel triangular wedges which would hopefully deflect any shells which hit them. A two bladed propeller revolves at the rate of twelve hundred times a minute, which means, that it passed a given point twenty four hundred times in sixty seconds. A standard machine gun of this period fired six hundred rounds per minute. By some miracle, the first twenty rounds might pass through without hitting, but certainly the next few would hit the blades.

Garros was a brave man, for each time he fired the gun he was gambling that it would not destroy him or his plane.

The Germans repaired the aircraft and flew it to Berlin to be inspected by the High Command and a Dutchman named Anthony Fokker. He had been summoned from his aircraft factory to inspect and copy the device for German use. Fokker returned to his factory by train the same evening after viewing Garros' crude, but effective system. His orders were to have a copy ready for tests within forty eight hours. It will probably never be known who, in the Fokker organization, suggested replacing the crude armoring of the propeller with a trigger actuating synchronization linkage which would fire the gun in every revolution of the propeller when neither blade was in the way. Fokker, of course, claimed that he alone was responsible for the idea and the invention and told of the pains he took in evolving the mechanism. But, as he did not have even the most elemental knowledge of a machine gun, nor the engineering training and understanding to have designed the linkages, it is very unlikely.

It is highly probable that the system was designed by a close collaborator, Heinrich Luebbe. Luebbe was a watchmaker by profession and also understood guns and later became one of the leading specialists in Aircraft Weapons in Germany.

The synchronizing mechanism involved a simple linkage of cams and push-rods connecting the oil pump drive and the gun trigger. It then only required a means of starting and stopping it. This was designed and incorporated into the mechanism.

Day and night work by Fokkers team enabled him to return after only a few days, with an armed test aircraft. The tests were completely successful and the first prototypes were sent immediately to the Western front. Fokker went along to

familiarize the service pilots with the Fokker E-I Machine. The squadrons at Arras and Verdun were in fact being converted to combat wings. The Fokker factory began turning out synchronization gears as fast as possible. German victories mounted as more planes reached the front. The English and French tried the Garros system with poor results. Bullets hitting the deflection plates set up vibrations so extreme that some aircraft became unmanageable. If enough bullets hit the deflectors the blades would shatter sending the aircraft plummeting to destruction. French and British losses were enormous. For a time, the sky was virtually cleared of allied aircraft. The gun was so important that the German flyers were ordered not to fly over enemy lines.

However, only four months after the first victories, a German flyer, lost in fog, landed behind French lines. He was captured with his aircraft still intact. The allied experts analyzed and quickly mastered the secret of the gun and brought out their own improved system. The gun almost won the war for Germany, but, the contest soon resolved itself once more into a bitter, somewhat evenly matched, struggle.

One change emerged from the discovery of a synchronized gun system for aircraft. A new aircraft type, whose only purpose was the destruction of other aircraft evolved: the fighter concept was born. This concept would develop in the next three years from the slow underpowered Fokker E-I's with a single gun, to all-metal slow wing monoplane fighters; from a lone airman going on a dawn patrol as a knight of old, to patrols of squadron strength and melées of hundreds of aircraft. The fighter was to play a prominent roll for the remainder of the conflict.

By the period, with the appearance of the fighter as a specialized type the aircraft fell into roughly three groups: fighters, bombers and reconnaissance aircraft. There were, in addition, many seaplane types on both sides, but these are of only secondary interest, as World War I was basically a European land war in which the seaplane activities had little significance. The observation type remained relatively unchanged throughout the entire war since its mission remained the same. The only changes were in tactics. The bombers, on the other hand, reached an amazing peak of development by the War's end. The early 'bombers' were little more than observation types, with a few light bombs for the observer to throw over the side.

Germany was the only country (aside from Imperial Russia) who had given any thought toward strategic bombing. Germany placed her faith in her large fleet of Zeppelins. The Zeppelins began bombing London early in the war and the sight of these giants looming over the city, sent the civil population into panic. Such was the clamor from the Londoners that England was forced to recall fighters from the Western front to deal with this menace. The 'terror raids' as they were called, were more psychological than strategical, as their effect in property damage was very small. In addition, these raids were very costly to the Germans, for the British soon discovered that the Zeppelin is very easy to destroy. The German Zeppelins were very vulnerable to weather conditions and so were impractical as a weapon. This forced the Germans to find a different solution. The result was the appearance of large twin engined aircraft designed for long range bombing.

Most bombers, prior to the appearance of these early Gotha and Friedrichshafen types, were still the light single engined observation types or developments of this basic idea with slight increase in engine power or armament. The first Gotha raids on England did more damage than all Zeppelin raids prior to this time. This encouraged the Germans to build more and larger planes. Britain responded with the excellent Handley Page O/400 and O/1500 series of long range bombers. The peak development, however, was the remarkable German 'R' plane series. Built by several manufacturers, the 'R' designation



supply meant large, some aircraft having wing spans of over 200 feet.

Thus, in four short years of war, the aircraft evolved from a small, unarmored, framed craft, to squadrons of Behemoth Bombers capable of reaching any point in Europe, dropping their bomb load and returning. All the elements of strategic bombing and air superiority were developed in the course of those four years. The theories of Douchet, Mitchell and Severdy, were based on the practical lessons of the First World War. The aircraft had indeed "created many disturbances in the civil and political governments of mankind" and this was only the infancy.

In the months to come, we will be publishing in this magazine a series of articles examining the various aircraft and their tactical application by the combatants of the First World War.

NEXT MONTH: PART II..... GERMANY

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THE CASE OF THE GENERAL'S CORNER by: Edgar Meyers

One of the purposes of our present organization, from the very beginning, was to provide a forum whereby ideas and knowledge of the military could be exchanged. It has never been suggested that we turn over our meetings to outside experts, while we remain merely a passive audience. This is not only undesirable, but with the present range of background and interest of our members, unnecessary. The General's Corner is in keeping with this purpose.

Our membership is scattered over the whole metropolitan area. Visits among members during a given month are rather limited. The conversational chit-chat at mealtimes does not always bring out many of our interests and observations concerning the hobby and I am not so sure that this period of our meeting should do so. My original intention of providing the General's Corner was to allow each member the opportunity to present, in an organized, formal way, one or two ideas or observations concerning his own particular interest in the hobby. All of us read extensively in the military area. Many of us have access to publications that none of us would ever discover on our own. We find new kits or a new hobby shop. Perhaps a pet peeve could be aired. Maybe some revolutionary idea could be broadcast for future growth. Why not a challenge thrown down to a wargame? The General's Corner, as I envisioned it, was to be a place where each 'expert' could give us the cream of his investigation and thinking on the hobby as he had broadened his background in the past month.

I have wondered, at times, if all of us understood this idea. Too often, member after member would by-pass his opportunity. (His prerogative, of course) Too often, members would deprive the speaker of the group's undivided attention. (This is known as lack of common courtesy) and too often members would deprive the group of valuable time by poor organization of his material. (This is known as laziness)

I suggest that we do several things to revive this part of the program:

1. Organize and think through your presentation. Read with this in mind.
2. Allow our fellows their due and permit them to speak uninterrupted.
3. Welcome the President's gavel when your five minutes have elapsed. If you have more to say, those interested will seek you out. This 'passing your time to someone else' is simply not 'cricket'.

Or, maybe we should just forget the whole thing!

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# WAR GAME REPORT

## "GALLANT OLD TIMERS VERSUS PRIDE OF AXIS"

By: Water-logged Herman

Two American battleships, USS TEXAS and USS COLORADO, engaged Germany's famed BISMARCK and Italy's LITTORIO. America's two valiant defenders of freedom were supported by five destroyers.

The Americans steamed into battle at a top speed of 20 knots, knowing they were up against the best ships in the World. The AXIS came into battle singing "Deutschland Uber Alles" accompanied by the super destroyers FANTASQUE and NARVIK, and a T-1 torpedo boat.

Courageously the TEXAS and COLORADO stalked the towering giants, concentrating their firepower on the LITTORIO. The LITTORIO, commanded by Dan Jones took upon herself the task of annihilating the advancing destroyers. Salvo after salvo screamed across the water towards their targets. The first broadside from the LITTORIO smashed a destroyer. After the smoke cleared from the LITTORIO'S second broadside, the four remaining destroyers went under.

The American reaction to this display of might: "Continue the zig-zag pattern and fire everything at the LITTORIO."

With the destroyers out of the way, the AXIS ships went after the COLORADO, for they didn't fear the little TEXAS.

The two American ships concentrated on the LITTORIO, knocking out six of its nine 15" guns. Then they switched to the mighty BISMARCK, which was pounding the COLORADO.

The COLORADO helped the TEXAS put two of BISMARCK'S big guns out of action before she sunk.

The TEXAS with nine of its ten 14" guns still intact faced the LITTORIO (Dan Jones) and BISMARCK (Mike Kuhle) by herself. Little TEXAS (commanded by Dick Moore) hammered away at the BISMARCK, putting four more big guns out of action. While dodging 15" shells from the AXIS GIANTS, she managed to silence another 15" gun on the LITTORIO.

But the TEXAS was forced to spare the BISMARCK and LITTORIO because the wounded commander of the COLORADO, after being fished out of the water, had to be rushed homeward.

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STATISTICS FOR NAPOLEONIC WARGAMES by: Robert Jones

One of the most disconcerting problems of a wargamer who is attempting to to write up a set of realistic rules is the lack of usable information about weaponry and tactics. In the past there has been great controversy about Napoleonic warfare: Can cavalry best infantry? How far could artillery fire with effect? What was the exact accuracy of the Napoleonic musket? Now there has appeared a book that contains many of the answers to these questions. THE CAMPAIGNS OF NAPOLEON by David Chandler is probably the most authoritative volume ever written about the military aspects of the 1790-1815 era. Contained in this huge column (1172 pages!) are charts, maps, appendices, illustrations and perceptive prose. The following charts are based on information found in this book and can be used to formulate rules for a wargame on this fascinating period.

Chart #1 NOTES ON NAPOLEONIC ARTILLERY

|                     | MOBILITY<br>(scale) | RANGE |          | AMMO*  | HITTING<br>Power          | RATE OF<br>FIRE |
|---------------------|---------------------|-------|----------|--------|---------------------------|-----------------|
|                     |                     | Ball  | Canister |        |                           |                 |
| <u>Cannon</u>       |                     |       |          |        |                           |                 |
| 12 lb               | Emplaced            | 36"   | 23"      | 1-7/2  | Maximum                   | 1/min           |
| 8 lb                | Inf. Rate           | 32"   | 20"      | 2-8/2  | Average                   | 2/min           |
| 4 lb                | Cav. Rate           | 28"   | 16"      | 2-12/7 | Minimum                   | 2-3/min         |
| 6 lb How* Inf. Rate |                     | 48"   | 8"       | 1-7/1  | Maximum<br>(limited area) | 1/min           |

\* AMMO: first number is number of rounds with gun; second number is number of rounds with caisson, broken down into ball and canister (e.g. a 12 lb gun has 1 round with the gun, 7 ball and 2 canister with the caisson, for a total of 8 ball and 2 canister shots.

\* HOWITZER: 'Ball' range is Maximum - minimum range of shell is 28"  
'Limited Area' was 40 meters in diameter (i.e. 1 3/4")

NOTES ON ARTILLERY: Ricochet increased max. range of round shot 50-75%  
Each 'bound' decreased by 50%

The Artillery Chart is scaled at 1=40 men, giving 3 men to 12 lb cannon and 2 men to all others.

Ranges are given in scale of 1 yard= 1 millimeter

The number of rounds of ammo, given for artillery is one-seventh of actual amount. This is done to speedup game and because infantry rounds are also 1/7 of actual rounds the ratio is identical.

Gun Crews are calculated at battery strength, where one gun symbolizes a full battery of 8. Therefore, 'maximum' average and 'minimum' should be defined as the damage a full Battery could do.

All four types of Artillery are effective against troops while the 12 lb and 6 lb Howitzer are also effective against structures.

CHART #2 USES OF CAVALRY

Heavy Cavalry

Cuirassiers  
Carabiniers

Battlefield function -- shock; exploit breaches made in line by artillery

Line 'Medium' Cavalry

Dragoons

Cavalry screen; flank guards-guarded lines of communication -- raids-special missions-dismounted fire action--'most flexible'

Light Cavalry

Light Dragoons  
Chasseurs a Cheval  
Lancers  
Hussars

Reconnaissance; advance guard-rear guard flank screen -- pin enemy down by harassing attacks -- secure good position for army pursuit

Main cavalry tactic except for Dragoons was massed shock action

CHART #3 SCALED MOVEMENTS OF TROOPS

Ground Scale: One yard = one millimeter in scale

| Type Unit            | Average Move Capability             | Scaled Move  |
|----------------------|-------------------------------------|--------------|
| <u>Line Inf.</u>     | 100 yards per minute in line        | 4" per turn  |
|                      | 150 yards per minute in column      | 6" per turn  |
|                      | 200 yards per minute in col.on road | 8" per turn  |
| <u>Light Inf.</u>    | 150 yards per minute as skirmishers | 6" per turn  |
|                      | 200 yards per minute in column      | 8" per turn  |
| <u>Heavy Cavalry</u> | Otherwise as Line Infantry          |              |
|                      | 200 yards per minute                | 8" per turn  |
|                      | 400 yards per minute in col.on road | 16" per turn |
| <u>Light Cavalry</u> | 300 yards per minute                | 12" per turn |
|                      | 500 yards per minute in col.on road | 20" per turn |

CHART #4 MUSKETRY OF THE NAPOLEONIC PERIOD

| RANGE   | SCALE | MAX.HITS | % KILLED | % HEAVY WOUNDED | % LIGHT WOUND |
|---------|-------|----------|----------|-----------------|---------------|
| 225 yds | 9"    | 25%      | 5%       | 5%              | 15%           |
| 150 yds | 6"    | 40%      | 8%       | 8%              | 25%           |
| 75 yds  | 3"    | 60%      | 24%      | 18%             | 28%           |
| 50 yds  | 2"    | 60%      | 40%      | 20%             | --%           |

NOTES

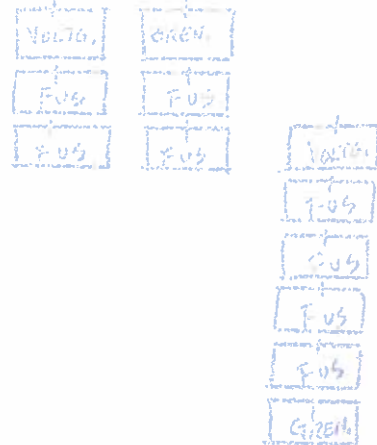
- Misfires: Average one out of every six shots
- Swabbing: Average once every 50 rounds (7 in scale)
- Ammo: Each man carried 50 rounds (7 in scale)
- Rate of fire: First two 'turns'; one round every 30 seconds, thereafter one round every minute.



CHART #1 NAPOLEONIC POSITIONS FOR INFANTRY

1. Battalion Column

- Minimum firepower
- Maximum shock
- Maximum vulnerability to artillery



2. Battalion Column (alternate)

- Minimum firepower
- Maximum speed
- Maximum vulnerability to enfilade fire down line of march
- Rule Idea: If voltigeurs deployed - no reverse fire effects if roll of six on die

3. Battalion deployed in line

- Minimum fire
- Minimum shock
- Minimum speed
- Minimum vulnerability to artillery fire
- Rule Idea: If Lt. Inf. deployed as skirmishers a roll of six will halt attacking force.



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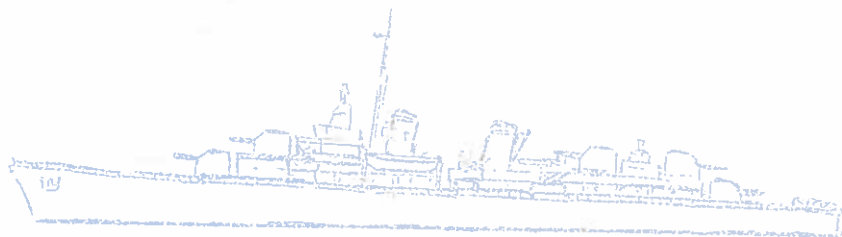
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