

# CMH Newsletter

The OFFICIAL PUBLICATION of the COLORADO MILITARY HISTORIANS

VOLUME 1, NUMBER 6

MARCH, 1967

*Stone Copy*



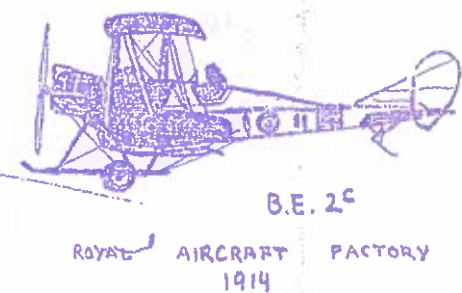
THE EMERGENCE OF AIR POWER PART IV THE ROYAL FLYING CORPS by Dan Jones

In the beginning . . . . .

On the night of August 4, 1914, the German Army crossed the frontier into Belgium. Within hours, 1,500,000 German soldiers were marching in accordance with a plan devised in 1905 by General Alfred Von Schlieffen. The French, following a plan of 1913 by General Joseph Joffre, hurled five armies toward Metz. War came to the continent with the roar of artillery, the crackle of machine guns, and the unending sound of marching feet.

In Dover, England, four days after hostilities began, the war announced itself in quite a different manner. A truck roared through the town to the plain overlooking the cliffs. The truck, a large canvas covered vehicle bore the sign 'Bovril' painted on its sides.

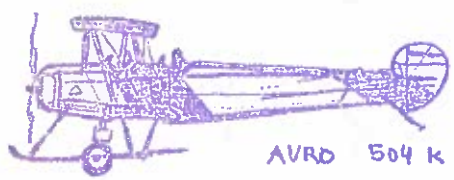
Its cargo was not the excellent beef bouillon which the sign indicated, however. This truck had been hurriedly requisitioned by a fledgling organization known as the Royal Flying Corps. The truck contained such things as tins of beef, tools, gloves, field glasses, and red flags. The flags were used to mark ditches and obstructions. The following day, three more commercial trucks arrived. These vehicles constituted and improvised aerodrome. Then the planes began to arrive. Some were damaged in the ditches for a strong wind had come up during the previous night and blown some of the warning flags away. Most landed safely, however, and the mechanics, who had arrived with piano wire, struts, fabric and glue, set about repairing the damaged machines. There were thirty seven aircraft in all, comprising squadrons 2,3,4, and 5. This was England's Air Armada in August 1914. Although there were an additional 116 planes scattered across the country, less than half were fit for service.



B.E. 2<sup>c</sup>

ROYAL AIRCRAFT FACTORY  
1914

The thirty seven aircraft assembled on the plains of Dover represented a brilliant feat of organization by Brigadier General Sir David Henderson in concentrating so many serviceable machines in one spot. These machines were of four basic types:- Be.2's, Re.8's, some modified Avros and several Henri-Farmans. The Be.2 was England's best aeroplane. It had a speed of seventy m.p.h., a ceiling of over 10,000 feet, and it was very stable. The Avro was a tractor biplane with good flying qualities. It was designed by Alliot Verdon Roe, one of the first men in England to fly. The Re.8 was built by the Royal Aircraft Factory, a government-sponsored and controlled organization. It differed from the others in that it had one large cockpit opening where the pilot and observer sat together and generally got in each others way. The Henri-Farmans were old machines purchased from France. They were slow, and their only good feature was that they could stay in the air for several hours.



AVRO 504 K

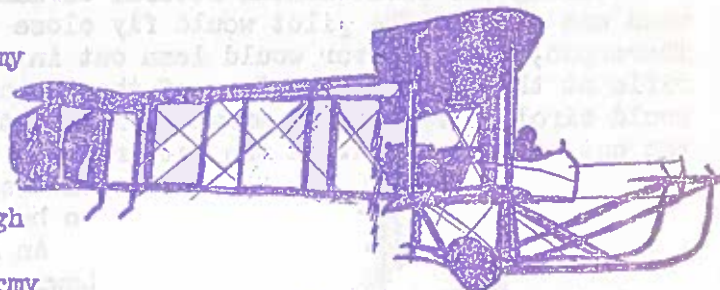
FIRST LINE AIRCRAFT OF 1914  
LATER USED AS THE  
STANDARD TRAINER OF R.F.C.

Each plane would carry spare parts, cans of fuel, emergency supplies, and rations. The destination was Amiens, France. The group would fly from Dover to Gris-Nez, then on to Amiens. The frail little machines swayed violently as the wind swept

over the Dover plains. Thirty-seven pilots and observers would fly the Channel to France that day. Many had never flown over water before. They would fly overloaded machines never designed for war. Within a year most of them would be dead. Thus, the Royal Flying Corps went to war.

At the turn of the century, the pioneers were hard at work building their flying machines. The Wrights were first but other countries were not far behind. In 1909, the Frenchman Louis Bleriot crossed the English Channel. In England a few army officers had learned to fly for sport. With the Channel crossing they began to think of the aeroplane as more than dangerous fun. If Bleriot could cross the Channel, could not the aeroplane perform reconnaissance? Surely an aeroplane could scout well ahead of the troops and see what lay 'on the other side of the hill'.

An ex-officer, who was interested in seeing the aeroplane developed, reported for duty in a Bristol Biplane for the Army exercises in 1910. The pilot had a hard time convincing the military to try his machine. The cavalry was afraid it would frighten their horses. Finally, a flight was arranged, only to be cancelled by high wind.



FRENCH FARMAN  
TYPE USED BY THE BRITISH  
1914

In the following year, however, the army issued an order forming the Air Battalion of the Royal Engineers, whose duties were defined thusly: "to which will be entrusted the duty of creating a body of expert airmen .... the training and instruction of men in handling kites, balloons and aeroplanes.

During the summer of 1911, the annual military manoeuvres were held at Cambridge-shire. The Air Battalion was ordered to participate. Two aircraft were present. The aircraft and nineteen qualified pilots. The French had 200 combat-type craft and their pilots were trained in scouting and artillery fire control. Germany, while primarily interested in airships during this period, was also building aeroplanes. Clearly, something had to be done.

In 1912 the Royal Flying Corps was formed absorbing the Air Battalion. It was decided that units would be formed into squadrons consisting of three flights of four aircraft each. At this time there was no differentiation as to types. All aircraft were general purpose types.

The British decided to make the Lewis Gun the standard weapon of the R.F.C. Little consideration was given to mounting the gun. This was generally left to the discretion of the personnel in the field, but the four squadrons that flew to France from Dover were just a reconnaissance force and had no weapons except pistols and rifles.

The squadrons were gratefully received by the French. The first action in which the force participated was the retreat of Mons. The squadrons fell back with the ground troops and learned to move on short notice. In this fluid situation the flyers found their ground transport trucks were their most valuable possessions. Like their predecessors in Dover, these were commercial lorries plucked from the streets of London. One of these was painted a bright scarlet with letters of gold painted on the sides. The inscription read 'The World's Appetizer' indicating a famous sauce manufacturer. This truck was very easy to spot from the air and the flyers could tell instantly where their ground personnel were.

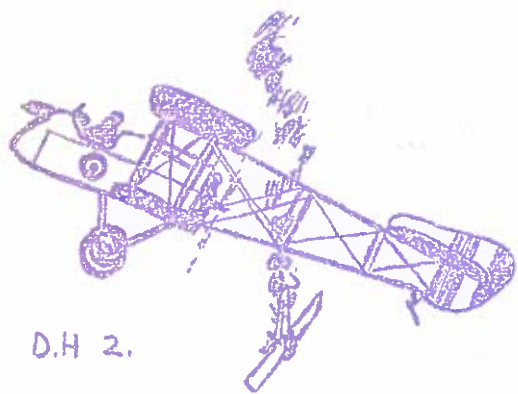


VICKERS GUNBUS  
1914

They seldom saw the horrors of ground fighting. They lived a nomadic life that Autumn. One night in a barn, the next perhaps in a fine hotel. Sometimes they would barely escape capture on the ground by advancing German forces.

They found that the prevailing westerly wind was their worst enemy. Their flights were usually in an easterly direction, so, if the wind was blowing at 30 m.p.h., they would be moving across the lines at almost 90 m.p.h. Most of the planes were only capable of 60 m.p.h. at full power. Thus, coming back against the wind, their speed would be slowed to 30 m.p.h. or less. The flight back was nearly always 'uphill'.

During the first months several German Airplanes were brought down. The method used was simple. The pilot would fly close to the German machine, usually alongside. Thereupon, the observer would lean out into the 60 or 70 m.p.h. slipstream to aim his rifle at the enemy craft. Some of the German observers were also armed, and the aircraft would circle for 30 or 40 minutes until either a success was achieved or both parties ran out of ammunition. In the latter case, the enemy pilots would salute and proceed on their respective ways, as there was nothing else to be done.

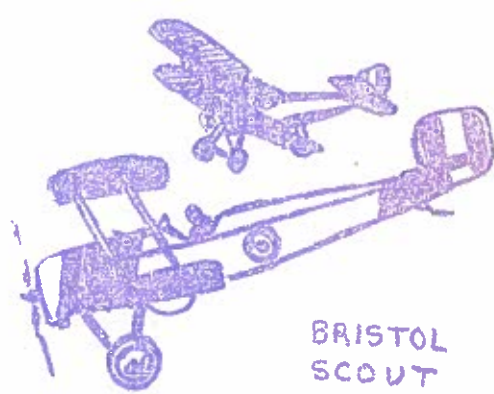


D.H. 2.

An R.F.C. pilot named Louis Strange mounted a Lewis gun on his pusher biplane. This craft was known as the 'gun machine' in the squadrons. During the first months, a German 'Taube' appeared over one of the British temporary bases. The pilots took off in pursuit, some with rifles and pistols, some with hand grenades in their pockets. The 'Gun Machine' was among them. Despite such a determined effort on the part of the British, the Taube escaped unharmed because the 'Gun Machine' could not reach the necessary altitude. As a result, orders were issued to remove the gun from the plane and to use only rifles for armament.

Some time later, however, another pilot and observer mounted a Lewis gun on their machine against orders and succeeded in shooting down an Albatros - two seater.

Fog and rain obscured the Flanders plains as 1914 drew to a close. The previous year had provided several lessons for the R.F.C. They had learned they sometimes had to fight for their reconnaissance information and that they needed aircraft capable of putting out the eyes of the enemy. Fast aircraft with machine guns were the answer. The two seaters were slow and clumsy, so a new type was needed. Soon Bristol Scouts arrived in France. The Bristol Scout was a clean modern single seat fighter, with an excellent performance for its day. Its only fault was its armament. It mounted a crude system consisting of two rifles mounted on the side of the fuselage firing at an angle of about 45 degrees to clear the propeller blades.



BRISTOL SCOUT

As the British squadrons retreated from Mons the German units followed behind their advancing ground forces. In one of these units was Oswald Boelke, who was one of the first aces to emerge from the fighting over Flanders. He was a splendid pilot and a rare combination of excellent leader and tactician. His teachings were followed by his countrymen long after his death and his career was to have a profound influence on aerial fighting. With the appearance of the Fokker E-III with its synchronized machine gun, the tables turned on the British and French squadrons. Boelke's jastas decimated British and French squadrons for awhile. The French went to a defensive operation, limiting their patrols to short distances from their own lines. The British continued to operate over enemy lines, and losses were heavy. Their slow BE types were no match for the German machines. The British

pilots flew on in their BE types, sometimes two and three patrols a day, every day, until they were either shot down, cracked under the strain, or were sent home for a rest. During this period, the average life span for an R.F.C. pilot was two to three weeks. The pilots began referring to themselves as "Fokker fodder". The reconnaissance planes were ordered to proceed with three escorts. Unfortunately, most squadrons had only one or two Bristols and the BE's were escorted by their own type.

It is curious that although throughout the autumn of 1915 and spring of the following year, the Fokkers had the upper hand, they were content to remain behind their own lines and wait for the R.F.C. to come over. This shows that the German leaders did not fully appreciate the Air weapon at this time.

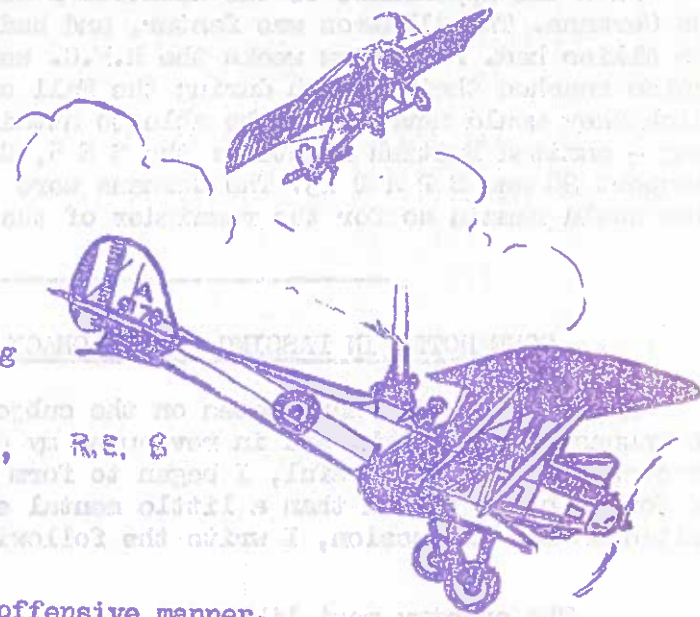
Brigadier General H.M. "Boom" Trenchard took command of the R.F.C. in the late summer of 1915. Trenchard understood that the job of supporting the armies could only be done over the enemy lines. Trenchard adopted a purely offensive strategy. Throughout the daylight hours the two-seaters were constantly over the lines scouting, bombing, taking photographs and reporting the fall of artillery shells. British casualties during the "Fokker scourge" were sometimes double those of the enemy, which caused questions in Parliament. Pressure was put on Trenchard to adopt more defensive tactics. Trenchard was convinced he was right, however, and continued to use the R.F.C. in the same offensive manner.

He began working on formation flying, in which groups could fly in such a way as to afford mutual protection. The R.F.C. adopted two ideas from German practice:- that of grouping aircraft by type, and of operating scouts (fighters) in pairs. Trenchard realized that to operate aircraft in formation, the aircraft had to be of the same type or with a similar performance. He then set about breaking up the heterogeneous collections of aircraft, organizing them into groups of one type, and organizing these new squadrons for specialized roles.

Spring of 1916 saw the arrival in France of the first single seat fighters from England. Number 24 squadron arrived in France equipped with DH-2 fighters. The DH-2 was a pusher design mounting a single machine gun forward. Although not designed for the purpose, the DH-2 was instrumental in nullifying the Fokker menace. But the best scout of the period was produced by the French: the Nieuport II

The Nieuport II, a tractor biplane was capable of 107 m.p.h. which made it faster than any R.F.C. fighter, and could climb to 10,000 feet in 9 minutes. The British ordered the Nieuport for the R.F.C. The allies had no synchronizer gear at this time (although a Fokker had been captured and copies were being made in both France and England), so the machine gun on the Nieuport was mounted on the top wing, thus firing over the propeller arc. The Nieuport 17 reached the front in March 1916 and the British obtained these types as it became apparent that no new British fighter types would be available for some time.

Another new type to reach France in early 1916 was a clean two seat design known



R.E. 8



NIEUPORT II

as the Sopwith 1  $\frac{1}{2}$  - Strutter. The BE designs continued to be built and were recognized as obsolete. With the appearance of the two new German Albatros D II fighters in the Autumn of 1916, B E losses became so high that the types were the subject of a scandal and government investigation in England. Events should have made it clear that the B E types should have been withdrawn from service in the spring of 1916, but the plane continued to be built in quantity and was still operational on the Western front in April 1917! The work carried out by the B E's is a credit to the men who flew them, not to the qualities of the machines.

With the appearance of the Albatros D-II fighters the scales tipped in favor of the Germans. The Albatros was faster, and had greater firepower, than any fighter the Allies had. For a few weeks the R.F.C. were swept from the sky. The German jastas reached their zenith during the Fall of 1916 and gained an Aerial supremacy which they would never again be able to attain. For, with Spring, came the new, long - awaited British fighters: the S E 5, Camel, Pup, and for the French, the Nieuport 28 and S P A D 13. The Germans were once again on the defensive and this time would remain so for the remainder of the war.

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SOME NOTES IN PASSING ON DIPLOMACY by: Bob Jones

After re-reading many notes on the subject of Diplomacy by Allen Calhamer in issues of Graustark, and in reviewing my own experiences at the game both successful and unsuccessful, I began to form in my mind some thoughts on the game. If for no other reason than a little mental exercise and a target for healthy criticism and discussion, I write the following assessments:-

The country most likely to lose: Austria- Hungary  
The country most likely to win: Germany  
The country hardest to attack: England, closely followed by Italy  
The country easiest to attack: Austria - Hungary  
The country with most rapid early expansion: France or Germany ( never both )  
The country with slowest expansion: Italy  
The country least in need of alliance : England  
Country most exposed to early collapse: Austria - Hungary  
Country least exposed to early attack: England, Italy ( tie )  
Easiest treaty: A-H and either Turkey or Russia  
Strongest potential early treaty: Germany, Russia, Austria- Hungary  
Strongest strategic points: Galicia, Mid-Atlantic, Tyrolia, Ionian Sea, Baltic Sea, North Sea.  
Most probable attacks: Germany Vrs. France  
Russia Vrs. Balkans  
Least probable attacks: Germany Vrs. Austria - Hungary  
France Vrs. England

The above does not apply to every game but seems to be recurring themes.

The following article was submitted by Duncan Ackley who recommends that all Diplomacy players read it well and take heed!!!

#### THE DEFECTOR

The grim Babylonian archers lining the walls lowered their weapons and peered wordlessly down at the tattered Persian noble standing before the mighty bronze gates. His rich clothing was torn and bloodstained, his head and face had been shaved clean and a raw, gaping wound flamed where his nose had been.

A thoughtful silence followed the outcast as he was led through the massive walls: he was the first deserter to enter the city since the seige began five months before -- was dissension beginning to split Xerxes' camp? - Or was this some sort of Persian trick?

Standing haughtily before the Supreme Council, the battered stranger explained his presence: he was Zorypus, a prince of Persia. Formerly one of Xerxes' most trusted lieutenants, he had fallen from favor when he advised the Great King to abandon the costly seige. In a fit of rage, the Persian conqueror had stripped him of rank and titles, ordered him disfigured and publicly disgraced. Now the renegade prince offered his sword to the Babylonians, asking only an opportunity to strike back at the ungrateful monarch who had treated him so cruelly.

Impressed by his bitter sincerity, the Council accepted his services and placed him in charge of part of the city's defenses. Within the week, Zorypus proved that their confidence had not been misplaced. In the midst of a Persian attack, the turncoat prince led his troops out of the Semiramis Gate and fell furiously on the flank of the surprised invaders, hurling them back from the scarred walls. The Babylonians, cheered by their first victory, heaped praise and honors on their new champion.

Continuing to spark the defense, Zorypus led several other successful counterattacks during the following month. When the grateful Council appointed him Commander in Chief, the Persian lost no time in improving the city's defenses: troops were reorganized; the walls strengthened at critical points; weapons and armor were refurbished. Finally, satisfied with the results of their labors, the Babylonians waited defiantly for the next Persian effort.

After licking their wounds for two weeks, the Persians, rested and more determined than ever, prepared for a general assault. As the first, faint streaks of light brightened the eastern desert, bronze horns blared stridently, their echoes drowned by the screaming and chanting of Xerxes' veterans who stormed across the sands to fling themselves at the ancient walls once more. For hours, the battle raged about the beleaguered city. As the fury of the attack mounted, Zorypus, as though preparing for another of his famed counterattacks, ordered the Belian and Cissian gates opened. Outside, as Xerxes and his faithful Zorypus had planned weeks before, picked Persian shocktroops lay hidden and, as the heavy bolts were withdrawn, rushed in through the open gates . . . . .

Hours later, the surviving members of the Council prostrated themselves before the radiantly triumphant Xerxes. Babylon had fallen. Zorypus, as a reward for his services, was made Governor of the captured city for life.

U S HEAVY CRUISERS ( CA ) OF WORLD WAR II

by: Richard Moore

NAME	Commissioned	TONNAGE	SPEED	ARMOR		Deck	Air		Armament
				Belt	Turret		Craft	Craft	
<u>Class</u>									
PENSACOLA	1929	9,100	32.5	3"	1.5"	1+2"	2	10-8"	8-5"
SALT LAKE CITY	1929	9,100	32.5	3"	1.5"	1+2"	2	10-8"	8-5"
<u>Class</u>									
NORTHAMPTON	1929	9,050	32.5	3"	1.5"	1+2"	3	9-8"	8-5"
CHESTER	1929	9,200	32.5	3"	1.5"	1+2"	3	9-8"	8-5"
LOUISVILLE	1930	9,050	32.5	3"	1.5"	1+2"	3	9-8"	8-5"
CHICAGO	1930	9,300	32.5	3"	1.5"	1+2"	3	9-8"	8-5"
HOUSTON	1929	9,050	32.5	3"	1.5"	1+2"	3	9-8"	8-5"
AUGUSTA	1930	9,050	32.5	3"	1.5"	1+2"	3	9-8"	8-5"
<u>Class</u>									
INDIANAPOLIS	1931	9,950	32.5	3-4"	1.5-3"	1+2"	3	9-8"	8-5"
PORTLAND	1932	9,800	32.5	3-4"	1.5-3"	1+2"	3	9-8"	8-5"
<u>Class</u>									
NEW ORLEANS	1934	9,950	32	1.5-5"	3-6"	2+3"	4	9-8"	8-5"
ASTORIA	1934	9,950	32	1.5-5"	3-6"	2+3"	4	9-8"	8-5"
MINEAPOLIS	1934	9,950	32	1.5-5"	3-6"	2+3"	4	9-8"	8-5"
TUSCALOOSA	1934	9,975	32	1.5-5"	3-6"	2+3"	4	9-8"	8-5"
SAN FRANCISCO	1934	9,950	32	1.5-5"	3-6"	2+3"	4	9-8"	8-5"
QUINCY	1936	9,375	32	1.5-5"	3-6"	2+3"	4	9-8"	8-5"
VINCENNES	1937	9,400	32	1.5-5"	3-6"	2+3"	4	9-8"	8-5"
<u>Class</u>									
WICHITA	1937	10,000	33	1.5-5"	3-6"	2+3"	2-4"	9-8"	8-5"
<u>Class</u>									
BALTIMORE	1942	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
BOSTON	1942	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
CAMBERRA	1943	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
QUINCY	1943	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
PITTSBURG	1944	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
ST. PAUL	1945	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
COLUMBUS	1945	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
BREMENON	1945	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
FALL RIVER	1945	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
MACON	1945	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
LOS ANGELES	1945	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"
CHICAGO	1945	13,600	33	6" Max.	6" Max.	2+3"	4	9-8"	12-5"



HEADQUARTERS: The Fort, Morrison, Colorado 7 Feb. 1967

1-The regular meeting of the Colorado Military Historians was called to order by President Dan Jones. Minutes of previous meeting were approved as read.

2-Treasurer's Report: Rec'd \$26.05 \$53.56 Balance  
Newsletter Rec'd \$ 0 Exp. \$8.56 \$ 5.90 Balance

3-Vice-President's Report: Replies from various organizations and individuals concerning Summer Convention.

4-Historian's Report: Feasibility Committee Report concerning Summer Convention. Report given with committee members' unanimous support. Report must be received by  $\frac{2}{3}$  majority of CMH members to be accepted.

5-Bill Greer accepted as a new member.

6-Convention vote taken by secret ballot. Vote results: yea-9; nay-5. Lack of  $\frac{2}{3}$  majority kills plans for this measure.

7-New Business:

2-7-67/21 Proposal to convene a constitution committee (M. Kuhls)

2-7-67/22 Const. Am. for officers assumption of duties (E. Meyers)

8-Old Business:

1-3-67/13 Abolition of Generals' Corner defeated

1-3-67/14 Wargamers' Newsletter subscription defeated

1-3-67/15 Wargamers' Annual defeated

1-3-67/16 Tradition subscription approved

1-3-67/17 creation of CMH library approved  
amended to be incorporated into Historian

1-3-67/18 Creation of office of Librarian (withdn)defeated

1-3-67/19 Honorary membership with no vote; no office approved

1-3-67/20 Sam Arnold as honorary member approved

9-Generals' Corner deleted for lack of time.

10-Program: "The Sun of Austerlitz"--a study of Napoleon and his times.

--Bob Jones

Members present:

Ray Freelove

Austin Moore

Jim Colman

Tom Herman

Dick Moore

Bill Greer

Dan Jones

Tom Richards

Bob Jones

Duncan Ackley

Mike Kuhls

Dennis Nimm

Ed Meyers

Jim MacLachlan

OUTLINE FOR THE MARCH PROGRAM

WARFARE AND THE INDUSTRIAL REVOLUTION 1815 - 1914

By: Richard Moore, Duncan Ackley and Austin Moore

PART I INTRODUCTION . . . by Richard Moore

PART II ORDINANCE DEVELOPMENTS 1815-1914 . . . by Duncan Ackley

A. Projectile Developments

1. shrapnel case
2. cylindroogival shapes
3. explosive charges
4. rockets

B. Tube Developments

1. bored castings
2. built-up tubes
3. all-steel guns
  - a) solid steel
  - b) built -up

C. Propellant Developments

1. black powder ( controlled burning )
2. smokeless powder

D. Ancillary Developments

1. scientific study of interior and exterior ballistics
2. fuze developments
3. automatic weapons
4. hydro-pneumatic recoil
5. armor plate

E. Effects

1. Development of trench warfare
2. Indirect fire for artillery
3. Obsolescence of cavalry, bayonet and frontal assaults
4. Guerilla warfare

PART III SOCIAL AND TECHNOLOGICAL DEVELOPMENTS . . . by Richard Moore

A. Social and Political Trends

1. Revolution as a cause of peace 1815-1840
2. Conscription returns 1818
3. Total war 1864
4. Colonialism 1871-1913

British	Netherlands	Germany	Belgium
France	Portugal	Italy	Japan
Russia	Spain	United States	

B. Techniological Advances

1. Military

- a) railroads revolutionize strategic geography
- b) Telegraph in mobilization supply and command
- c) Aerial Observation

## 2. Naval

- a) steam
- b) ironclads
- c) mines and torpedoes

## Part IV VICKSBURG CAMPAIGN Nov., 1862 - Jul. 1863 . . . by Austin Moore

### A. Winter Campaigns

1. Move to Oxford and withdrawal, Dec. '62
2. Lake Providence Route Feb. - Apr. '63
3. Grant's Canal Feb.- Mar. '63
4. Duckport Canal
5. Yazoo Pass Expedition Feb.- Mar. '63
6. Steele's Bayou Expedition Mar. '63

### B. Successful Campaign Apr.- May '63

1. Grant moves to South and crosses Mississippi
2. Grant's quandary and Pemberton's problems
3. Battles
  - a) Port Gibson 1 May
  - b) Raymond 12 May
  - c) Jackson 14 May
  - d) Champion's Hill 16 May
  - e) Big Black River 17 May
4. Investment of Vicksburg 18 May

### C. Analysis

1. Review of events
2. Strategic importance
3. Principles of War

## Part V CONCLUSIONS

### NOTES:

# BOOKS

Members submitting Book Reviews have the option of including Ratings expressing their personal opinion on the quality of the book and it's suitability for other members. The Rating System is as follows:

- \* \* \* \* \* Outstanding - a must for everyone
- \* \* \* \* Excellent - should be good reading for all
- \* \* \* Good - depends on your interest
- \* \* Fair - marginal even if interested
- \* Poor - forget it!!

A Book Review or two ..... Bob Black

MEN OF WATERLOO by: John Sutherland. \* \* \* to \* \* \* \*

Prentice Hall, 1966 ( Hardback)

Mr Sutherland reads Bruce Catton. And since imitation is the sincerest form of flattery, Mr Catton should be flattered by MEN OF WATERLOO. Although the copy is never as good as the original, Mr. Sutherland has produced a very readable account of the Waterloo campaign. And he has done his homework, studying regimental histories and personal recollections of the British and French troops engaged in the battle, enlisted men as well as officers. He was not so thorough with the Prussians however, which is unfortunate because Blucher was the key to Napoleon's downfall. For all its minor faults it is good reading for the Napoleonic fan. My first act upon laying down MEN OF WATERLOO was to pick up my brush and that British Infantry Officer, 1815, that had been lying around . . . .

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THE KING MUST DIE by: Mary Renault and THE BULL FROM THE SEA by: Mary Renault

(Paper Backs) . . . 50 stars each

Perhaps it is out of place to review a historical novel, and one that is mainly concerned with a non-military subject at that, in this journal, but I have just finished reading this two volume reconstruction of the legend of Theseus, and I just have to tell everyone. Miss Renault has spent twenty years in and around the Aegean Sea, and her researches, in addition to eminently qualifying her to write about the Ancient Greeks, obviously posed to her the question, "What is the probably basis for the legend of Theseus, King of Athens?" ( For those unfamiliar with the legend, it is summarized at the end of the King Must Die , and I recommend it be read before starting the story itself)

Both books are written in the first person, and a very convincing first person it is too. Miss Renault shows the strengths and weaknesses of the Greek outlook of the Archaic period, one generation before the Trojan War. There are just not enough superlatives that can be expended on these two books, so just read them and you will be sending off for some of those good Gammage Greeks . . .

Book Review by: Austin Moore

AMERICA REBELS \* \* \* to \* \* \* \* Edited by Richard M. Dorson

This book is a collection of 14 selected first-hand accounts of events that happened during the American Revolutionary War. The Editor introduced each portion with a brief outline of the situation at the time, and events that preceded actual occurrences depicted.

The War at Sea is covered by a running narrative written by Nathaniel Fanning, who served under John Paul Jones on the Ranger and Bonhomme Richard and later commanded several privateers on his own. His recollections of the naval engagements are brilliant and make interesting and informative reading.

Accounts by George Rogers Clark and John Slover, a captive of the Indians during his entire childhood, lend spice and insight into the war as it took form in the Ohio Valley and Great Lakes region.

This book is highly recommended for anyone interested in this period of history and gives a good look at life during those trying times.

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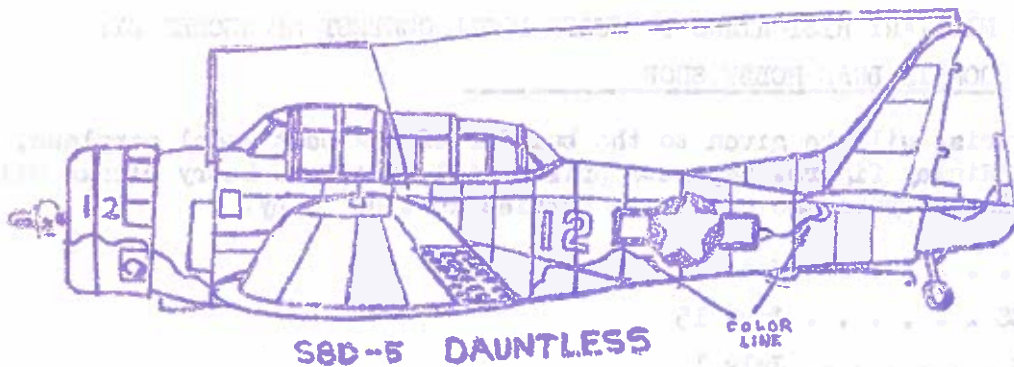
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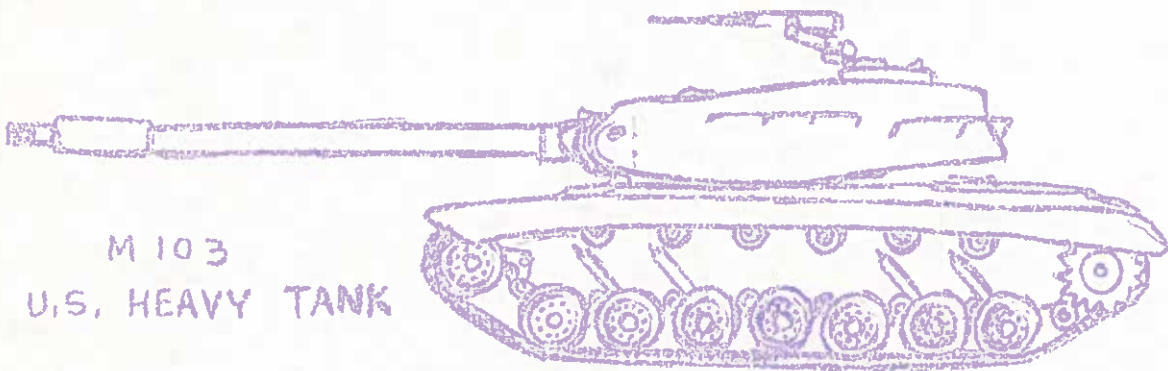
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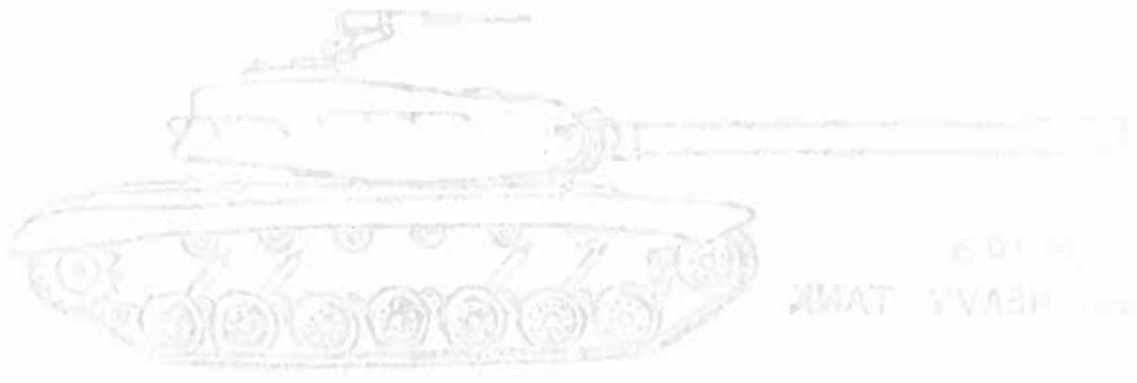
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ITALY:

A Pied-Tyro (ceded to AH)  
A Rom-Ven; F Nap-Tyrr Sea;  
F Med-Mid At; F Sp supports

Italy and Austria-Hungary join forces to 'putsch Munich! England is becoming renowned for starting unprovoked attacks; always claiming "self defense" as she attacks France, Russia, and Italy. Just how was she threatened? She is fooling no one and after

Germany buckles does she suppose anyone in their right mind would want Britannia for an ally? Hardly. This month there was an announcement of a settling of differences between several powers that are as of yet unnamed. Enlightened Italian protectorship of Spain has led to King Roberto of Italy being awarded an honorary membership in the Knights of Columbus and being named to Martyr of the Month Club by the Grand Inquisitors. The Spanish people are being allowed to set up their own constitutional government and practice self rule in return for the use of military bases; Also, in Rome today a peaceful demonstration was held in support of the French patriots so evilly set upon by the barbaric Huns and the British Lie-ons.

FRANCE:

A Pic-Belq; A Par-Brg;  
A Mars-Gasc; F Brest-  
English Chan\*\*\*\*\*

Let the soil of France be plowed by the blade of battle!  
Let her sons fall as seeds into the furrowed ground!!  
Let the blood of her enemies water them deep!!!  
Let the generations still unknown spring up to drive the invader from France forever!!!! Vive la France!!!!!!

RUSSIA:

A UKR-SEV!!  
A MOS sup

We fight to the last and may the Sultan of you know where get an U L C E R I ! you know where.

TURKEY:

F Aegean-Ionian; F Smy-E Med;  
F Bl Sea-Const; A Rum-Ukr;  
A Sev-Mos; A Bulg stands

(When you're strong enough you don't need to brag)

AUSTRIA-HUNGARY:

A Gal sup A Rum; A Vie-Try;  
A Tri sup A Vie; A Gre-Alb;  
F Alb-Adr

no comment

GERMANY:

A Gasc- Burg; A Ru & A Belg supports; A Hall-Kiel; F Baltic-Den; F Kiel-Hlgo;  
F Swe- Skg-\*\*\*!!\_°°@ kk.

no comment

ENGLAND:

F Eng-Brest; F Mid Atl supports; F Lond- Eng Ch;  
A St. P stands; F Barents S supports

no comment



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