



Ministry
of Defence

Army Secretariat
Army Headquarters
IDL 24 Blenheim Building
Marlborough Lines
Andover
Hampshire, SP11 8HJ
United Kingdom

Ref: FOI2015/11106

E-mail: ArmySec-group@mod.uk

Website: www.army.mod.uk

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Dear [REDACTED]

Thank you for your email of 3 December where you requested the following information:

"L/Cpl Stokes, a member of B Squadron of the Queen's Own Hussars, was killed during a training exercise in Cyprus on 10th October 1992 when he was commanding a Ferret reconnaissance vehicle. He died in Paramali training village, near Episkopi. In his memory, a Saladin armoured car has been turned into a monument at the entrance to the SBA at Episkopi. It carries the registration 01CC69.

Please can you tell me what happened which led to the accident?

Please can you tell me the real identity of the Saladin?"

I am treating your correspondence as a request for information under the Freedom of Information Act 2000. A search for the information has now been completed within the Ministry of Defence, and I can confirm that information in scope of your request is partially held and is detailed below.

1. Please can you tell me what happened which led to the accident?

On Saturday 26 September 1992, members of the Armed Reconnaissance Squadron The Queen's Royal Hussars deployed on Exercise 'White Horse' which took place on the Cyprus Sovereign Base Area Training Areas. On Tuesday 6 October at about 0425 hours, the Troop began the final part of the exercise which comprised of six Ferret Scout Cars (FSC) travelling in convoy. LCpl Stokes' vehicle was fourth in line. As the move was tactical they displayed convoy lights only. Prevailing conditions were darkness, dry and dusty. After travelling 600m in convoy at approximately 20 kmph, Cpl Stokes' vehicle left the track, slid into the ravine and overturned, coming to rest 91m from the track. Cpl Stokes was thrown from the vehicle and his body was located 58m from the track. The post-mortem confirmed that the cause of death was major head injury.

No mechanical fault was found with the FSC, and the Royal Military Police investigation concluded that the cause of the accident could only have been driver error or another contributory factor such as hitting an obstacle.

2. Please can you tell me the real identity of the Saladin?

The Disposal Services Authority does not hold records dating as far back as 1993 when the Saladin 01CC69 was sold. There is a chassis stamp on the hull and a plate inside these vehicles confirming the registration - this is the only way to confirm a

vehicle's identity. The Quartermaster and Safety Health and Environmental Advisor has inspected the Saladin at Episkopi but all the hatches are welded shut and they could find no further evidence of markings to identify the vehicle.

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If you are not satisfied with this response or you wish to complain about any aspect of the handling of your request, then you should contact me in the first instance. If informal resolution is not possible and you are still dissatisfied then you may apply for an independent internal review by contacting the Information Rights Compliance team, 1st Floor, MOD Main Building, Whitehall, SW1A 2HB (e-mail CIO-FOI-IR@mod.uk). Please note that any request for an internal review must be made within 40 working days of the date on which the attempt to reach informal resolution has come to an end.

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Yours sincerely,

Army Secretariat