



Van Arty Association and RUSI Van Members News Sept 12, 2017

Newsletters normally are emailed on Monday evenings. If you don't get a newsletter on time, check the websites below to see if there is a notice about the current newsletter or to see if the current edition is posted there. If the newsletter is posted, please contact me at bob.mugford@gmail.com to let me know you didn't get a copy.

Newsletter on line. This newsletter, and previous editions, are available on the Vancouver Artillery Association website at: www.vancouvergunners.ca and the RUSI Vancouver website at: <http://www.rusivancouver.ca/newsletter.html> . Both groups are also on Facebook at: <https://www.facebook.com/search/top/?q=vancouver%20artillery%20association> and <https://www.facebook.com/search/top/?q=rusi%20vancouver>

Wednesday Lunches - We serve a great 5 course buffet meal for only \$20. Hope to see you all there. Attendance has been down recently. Most of our regular attendees, who are retired, are slowly fading away and the next generation seems, by and large, to be too busy to attend. Guests are always welcome and we encourage members to bring their significant others. Dress - Jacket and tie, equivalent for Ladies

Renovations in the Officers Mess have started and are expected to take all summer (if not longer). During renovations, lunches will be held in the WO & Sgts Mess.

Upcoming events – Mark your calendars See attached posters for details.

- Sept 27 NOABC Lunch Speaker - Commander Arthur Hastings RCN (retd)
Men, Women and Sexuality at Sea "The Beginning"
- Oct 14 Octoberfest - 6 Fd Sqn Museum
- Oct 21 RNSA Trafalgar Dinner

World War 2 - 1942

John Thompson Strategic analyst - quotes from his book "Spirit Over Steel"

Sept 13th: The Long Range Desert Group hits airfields at Benghazi and Barce. Fighting on Guadalcanal's Bloody Ridge gets really fierce. The determined counterattack by 13th Guards Division for Mamayev Hill in Stalingrad comes to an end, but the division has almost wiped itself out – and the German defenders aren't much better off. PQ-18 starts to get hit on the last five days of its Murmansk run, but the days are shorter and it has an escort carrier as part of its protection – 13 ships will be sunk but the Germans will lose two U-Boats and twenty aircraft in exchange. Today it is a reeking charnel house but in time Mamayev Hill will be where the memorial to all the defenders of Stalingrad will be built. Even though the country and the city have changed their names, the Soviet defenders of Stalingrad have forged an epic of heroism. Among the awards of Hero of the Soviet Union granted for the defenders of the city is the

commander of the 13th Guards Division, Major General Alexander Rodimtsev. A brave and popular commander, he survives the day and rebuilds the division to fight again.

Sept 14th: Perhaps the luckiest torpedo spread in history: The Japanese sub I19 fires six torpedoes at the USS Wasp, three of which hit and sink the carrier. The other three torpedoes disappear into the far distance where – all unknown to the IJN submarine -- they sink a US destroyer and damage the battleship North Carolina. With a superhuman effort, the Japanese on the Kadoka Trail in New Guinea have closed to 50k from Port Moresby. Japanese attacks on Bloody Ridge ease, their 35th Brigade has lost over 1,200 men.

Sept 15th: The Soviets launch a localized offensive towards Voronezh, the Germans might not have realized it yet, but the Red Army's offensive capabilities are rapidly growing and STAVKA has plans brewing. The Voronezh Front will play a key role in a couple of months. Sept 16th: The Japanese stall before Port Moresby as US forces on New Guinea start to make their presence felt. There is more savage fighting over the Mamayev Kurgan Hill in Stalingrad.

Sept 17th: All Allied atomic research is placed under government control in US with General Groves as the project boss.

Sept 18th: PQ-18 makes it to Murmansk. It has lost 13 ships, but the Germans are missing two U-Boats and 20 aircraft. Supplies and the 7th Marine Regiment shore up the US presence on Guadalcanal, while the Japanese in New Guinea pull back around Buna and Gona. British make another landing in Madagascar, around Tamatave.

Sept 19th: Another day, another community annihilated; 6,000 Jews from the ghetto in the Polish town of Otwock are deported to Treblinka, the remaining 2,000 will be shot. As always, a handful of Jews manage to escape the round-up and are hidden away by some of their Polish neighbours.

The War Diary of C31 L/Sgt Charles D Phelan, A Battery, RCHA 1939 - 1945

Edited by BGen (ret'd) Robert P (Bob) Beaudry CD

Chapter 24. We go to Scotland and Embark on the SS Arundel Castle

28 Apr 1943 We turned all our spare kit into a Div dump. There is a great deal of speculation afoot as to where we are going, as nothing has been revealed.

29 Apr The Regiment moved off, heading north. On the outskirts of London, we were met by an escort of civilian police on motorbikes. We passed through the whole of London in 1 ½ hrs.

30 Apr – 2 May We are still heading north, spending one night at Preston and the next at Carlisle. On 2 May we reached our destination, Cupar, in Scotland. The vehicles were parked in the centre of town, and I was unlucky enough to hit a guard for the trucks.

3 -15 May We began a series of route marches in full kit. These soon developed into “hill climbing” exercises, which were pretty tough at first. Interspersed with our climbing, we had innumerable inspections of kit, guns, vehicles, and all other equipment.

16 May – 26 Jun We received all new vehicles and replacements of kit. We also were issued with KD - tropical kit, and were given stern warnings that none of it was to be worn, mentioned, or shown. Very hush-hush. Each man was issued with two pairs of new boots, regardless of the condition of the present ones. A large number of Tommy guns were issued. Muzzle brakes were fitted to the 25-pdrs, and RAF rondels painted on the roofs of all the vehicles. A new compact respirator was issued and tested with tear gas. We were fingerprinted and photographed. Metal tags for all kit bags and packs were made up by the acks, who also stencilled kitbags with name and numbers. Then our kit bags were packed and turned in. We naturally kept anything else that we valued. The trucks and guns left camp for an unspecified destination. The drivers returned in a couple days, but no inkling of where they had been could be worked out of them. There is plenty of speculation as to where we are going, but nobody knows. Maybe a base in Africa?

27 Jun We boarded a train and after a few hours detrained in Glasgow. We immediately filed aboard the *SS Arundel Castle*. The name brought back memories. I was bunked in the top bunk of a 4-tier bunk in Section D1, which held 168 men. We eat in the third relay in the Main Dining Room. The food is good but not too much of it. Men were assigned to various duties. I was snagged for messroom orderly – worse luck!

28 Jun We moved to the mouth of the Clyde and anchored, along with no less than five aircraft carriers, cruisers, and destroyers. We had several boat drills, and gun drill for the gun crews assigned to AA guns. There is PT every morning, and route marches around the deck. RC and Protestant padres are aboard, and the Masses are well attended. There is a complete blackout from 2300 to 0500 hrs. Still nobody knows where we are headed.

Chapter 25. We Sail for Sicily, and We Land

1 Jul 1943. We weighed anchor and began to move out to sea. Passing a destroyer, we were greeted by “Hi-di-hi” from the crew and a roar went back: “Hi-di-ho” – a current greeting of two London stage comedians. The troopships fell into position with a cruiser and several destroyers as escorts, and we began to move south.

3 Jul Yesterday a few of the troops were seasick. It is smoother today. At pay parade, we were paid in “British Military Authorities” notes in various denominations.

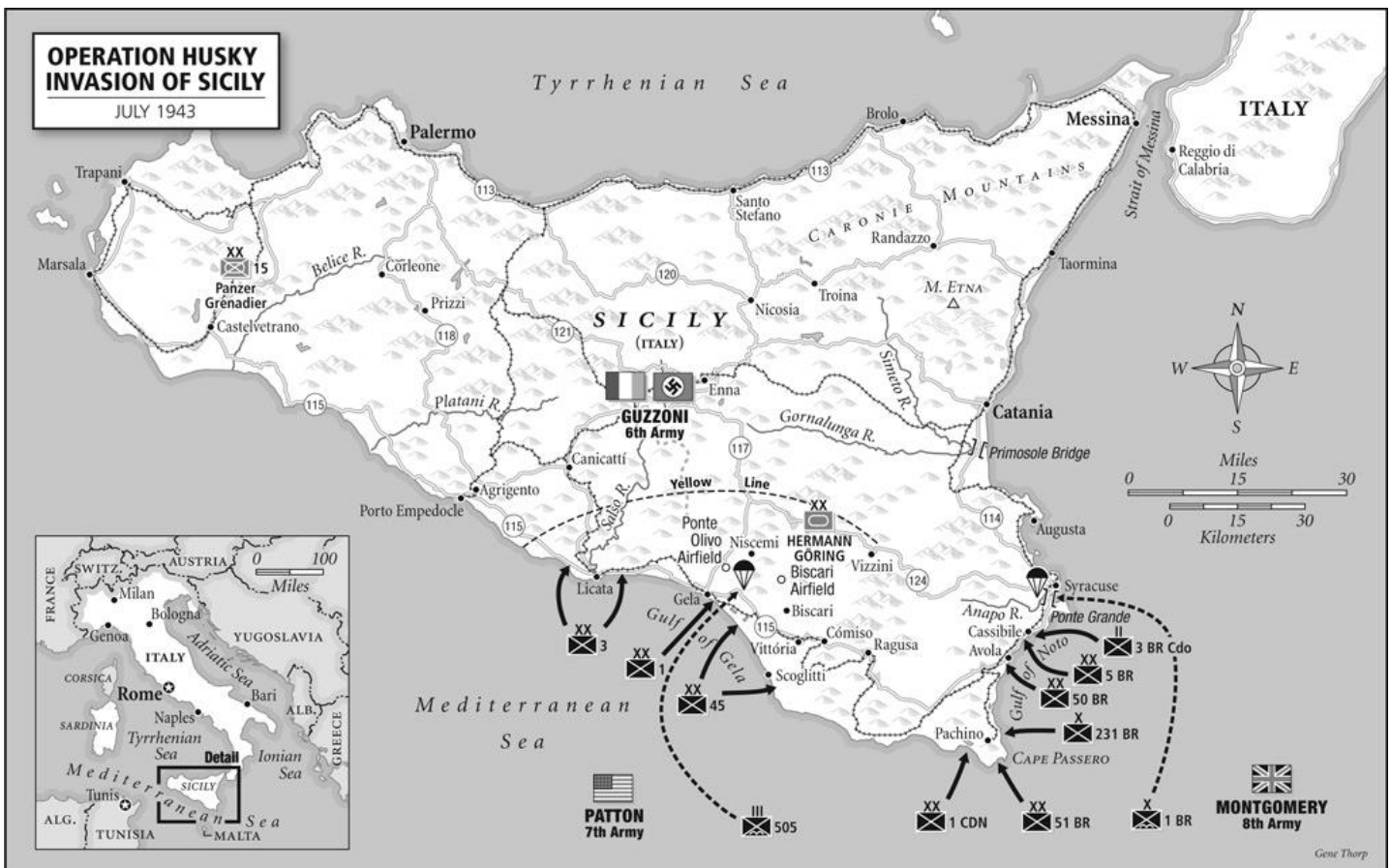
4 Jul Sunday. Church Parades were held all over the ship. One minute’s silence at 1005 hrs over the whole convoy, during which the General Absolution was given by the RC Padres.

5 Jul We were finally told today that our objective is Sicily. We were given detailed lectures and full information about the strategy and organization of the attack. We will be part of 8th Army, commanded by Gen Montgomery – everyone is well pleased and proud of “the high class company” we will be with.

6 Jul Quite windy. Water very blue. We turned in our serge, and everyone is wearing tropical kit, shorts, bush-shirts, boots and putties.

8 Jul Passed Gibraltar at 0330 hrs. There as gunnery practice and every gun in the convoy fired airbursts. The firepower is terrific! We are issued with excellent maps of Sicily.

9 Jul We entered the harbor of Algiers. There are warships of all kinds at anchor, including two huge battleships – I believe they are the *King George* and the *Duke of Kent*. We had landing drill. Algiers is very pretty, with gleaming white mosques and tall towers. We pulled out after dark, with a greatly increased escort. We are quite comfortable on the *Arundel Castle*. In the swimming pool, there is a large mosaic of the landing area, and there is always a crowd studying it. Air photos are also available for study. Every one on board is in wonderful spirits and anxious to have a crack at it. There is no morbid talk, and the possibility of “copping one” is treated as a joke. Various trades have been given “life in action” expectancies; Sigs are given 4 minutes, OP personnel 3 minutes, and CP personnel 7 minutes – lucky me!



10 Jul D Day. * The attack began in the early morning, and the radio reports all going well. We are issued with 48 hours landing rations in sealed containers and given Vitamin C tablets.

** (Editorial Note): In 1 Cdn Div, commanded by Maj Gen Guy Simonds, 1 and 2 Cdn Bdes were both in the initial assault. 3 Cdn Bde, including 1 Fd Regt RCHA, landed three days later.*

11 Jul Radio reports attack going well. Naval and air bombardments covered the beaches for the first infantry attacks. We pass Cape Bon, on the NE tip of Tunisia, at a dead slow speed. Barrage balloons are flying from the ships. No Axis planes have been seen.

12 Jul Fierce fighting reported. At one point our troops were 20 miles inland. The BBC reports that 2000 ships are involved. We did maintenance, cleaned our personal weapons, and packed our kit, as we land tomorrow – time not known. We listened with great amusement to Axis radio reports. Some were as follows: “ROME Radio: Movements of Italian fleet cannot be revealed for security reasons. British convoys have been crushed.” ZESSEN Radio: “All attacks have been stopped at the beaches. All convoys approaching Sicily have been annihilated.”

13 Jul We were ready to disembark at 0700 hrs. We were about a mile offshore, and everything looked quiet and serene from the ship. Ferries of all sorts are operating ship to shore. We were loaded into LCIs about 1530 hrs and landed on a large steel wharf which the Engineers had built. We marched to a Report Centre and then to a concentration area near Pachino. Everyone promptly went foraging and returned with grapes, tomatoes, melons, and onions, as well as Italian rifles and ammo, grenades, and respirators. After we had dug foxholes a regular fusillade began as boys began to experiment with the Italian equipment. Their rifles are very light and accurate, at least at short distances. Guards were posted as we turned in but everything is quiet.

14 Jul We started out on a march for several hours. We marched through Pachino, and as we trudged along the hot dusty road the natives gave the V sign. I suppose that, had we been Jerries, they would have been just as prompt with the Nazi salute. Hordes of kids followed us, begging for “chocolata” and “cigarette”. We halted near an orchard a few miles north of Pachino and dug in. Several trucks arrived with our kit and they took us to the sea for a swim. Shortly after dark an air raid began as Axis planes struck at an incoming convoy. A terrific AA barrage went up. Many bombs were dropped and several planes were seen to be shot down. During the night, a few of our trucks arrived.

15 Jul We had the first of our Compo rations for breakfast – probably lots more to come. It is very hot. Trucks arrived at intervals during the day. We repacked Y to battle order when it arrived. Mosquito nets were issued on the scale of one net to two men. Capt R Donald said 2 and 3 Fd Regts have not been in action yet – the ships have been providing fire support.

16 -17 Jul Our guns arrived and we travelled to a few kms beyond Caltagirone and set up our bivouac. The towns are very dirty, and most have been heavily bombed. The roads are thick with white dust, and the glare of the sun is hard on the eyes. The country is very hilly.

The US Army's Souped-Up New M3 Recoilless Rifle

Gear & Tech Jared Keller September 6, 2017



A soldier tests the M3E1 Multi-role Anti-armor Anti-personnel Weapon System.

Photo via DoD

After more than a year testing a handful of major upgrades to the shoulder-fired M3 recoilless rifle, the Army is racing to dole out more than 1,000

of the brutal anti-tank bazooka system to lucky soldiers around the world. On Sept 6, the branch announced that it had approved 1,111 M3E1 recoilless rifles for immediate use as a lightweight, reusable replacement to the standard 84mm M3 Multi-Role Anti-Armor Anti-Personnel Weapon System (MMAAWS), better known as the M3 Carl Gustaf, that emerged as a staple of Army Ranger and Navy SEAL arsenals in 1994. Developed for both the Army and the US Special Operations Command, the M3E1 is a significantly lighter and less cumbersome anti-tank system than its predecessor, according to officials with the Army Research, Development and Engineering Command at the Aberdeen Proving Ground in Maryland. The weapon was designed in collaboration with Swedish manufacturer Saab Bofors Dynamics, godfather of the original Carl Gustaf recoilless rifle, as part of foreign technology program initiated in 2012 to save R&D dollars

Paratroopers of the 2nd Brigade Combat Team, 82nd Airborne Division conduct new equipment training for the Multi-Role Anti-Armor Anti-Personnel Weapon System (MAAWS), also known as the M3 Carl Gustaf, on Fort Bragg, NC, April 20, 2016. The MAAWS is reloadable and can engage targets at ranges up to 1,000 meters, expanding the brigade maneuver forces' armament for light anti-tank weapons. In response to soldier and special operator feedback, the M3E1's new titanium shell reduces the system's weight by 6 pounds and length by 2.5 inches, swaddling the bazooka in an adjustable new carrying harness and shoulder padding. But more importantly, the Army hopes its re-engineered new bazooka will give troops a deadly capability they haven't always enjoyed downrange: the ability to fire multiple shots with the same weapon.

The current system that the Army uses is the AT4, which only allows Soldiers to fire one shot, and then they have to throw the system away,” Randy Everett, project manager for the foreign technology program, said in a statement. “With the M3E1, Soldiers can use different types of ammunition which gives them an increased capability on the battlefield.” In addition to increased comfort and firepower, the new M3E1 might just end up being (relatively) cheaper in the long run, which was the end goal of the foreign technology program. On top of a customizable fire control and fuze setting system, a specialized automatic round counter will “[enable] soldiers and logisticians to accurately track the service life of each weapon,” according to the Army.

One Avro Arrow Test Model Found

Group Hopes to Locate Others in Lake Ontario

David Pugliese, Ottawa Citizen September 9, 2017



This file photo shows executive director Chris Colton of the National Air Force Museum of Canada holding a model of the Avro Arrow in front of a larger hanging version at the museum in Trenton, Ont., On Friday it was announced that a test model of the aircraft was discovered on the floor of Lake Ontario.

Luke Hendry / The Intelligencer/Postmedia

Search crews confirmed Friday they found a test model of the Avro Arrow on the floor of Lake Ontario. The OEX Recovery Group announced their discovery at a news conference. OEX began its quest in July and

had been using a small submersible to conduct its search in the waters of Lake Ontario.

“We are very pleased and tremendously proud to announce we have discovered the first example of one of the free-flight Arrow models,” John Burzynski, Raise the Arrow expedition leader and CEO of Osisko Mining said in a statement. “We hope to have other discoveries as we continue the program and are now working on planning a recovery of this first Arrow model.” The sonar images were captured using a sonar from a Newfoundland/Labrador firm, Kraken. The sonar was on board a Kraken Autonomous Underwater Vehicle. The model is around three metres long and two metres wide.

David Shea, Kraken’s VP of Engineering provided addition details about the search: “After a short break to conduct vehicle maintenance and refresh our team, last week we headed back out onto the lake. The plan was to follow the trajectory of our recently discovered Nike booster rockets and we prioritized our search grid to focus along the same trajectory. The group decided to conduct a search immediately beyond the location of our previous booster rocket. We had a very productive survey day and were rewarded with a fantastic discovery — an Avro Arrow model and two more Nike boosters.” Here is some background material OEX has provided:

“At the bottom of Lake Ontario are nine Avro Arrow free-flight models that were launched in a series of tests during 1954 to 1957. OEX Recovery Group Incorporated (OEX), which is financially supported by a group of Canadian mining companies and financial institutions, recently announced the search for and recovery of these models. The project is called Raise the Arrow. The only known artifacts from the program remaining to be found are the free flight test models, which for over sixty years have rested somewhere on the bottom of Lake Ontario. The models are flying replicas of the actual aircraft and the last step from design testing prior to production of the actual flying jets.



Photo courtesy OEX and Kraken

The models are one-eighth scale replicas of the famed flying jet, and were part of the final flight design test work done prior to the production of the CF-105 Arrow.” And Kraken has provided additional background information: The free flight models were launched over Lake Ontario in a series of flight tests conducted in the 1950s as engineers developed the revolutionary Arrow, which featured a radical delta wing and a Canadian-made jet engine that pushed it past the speed of

sound. The free flight models were used in a series of aerodynamic experiments that helped fine-tune the aircraft’s flight quality. The free flight models were attached to high-powered booster rockets and launched out over Lake Ontario from a military test site east of Toronto. After separating from the booster rockets, the models flew at supersonic speeds. Their onboard sensors, revolutionary for the 1950s, transmitted flight data back to engineers on the ground. At the end of each flight the models lost velocity, crashed into the water and sank. For over sixty years the models have rested on the bottom of the lake. In the past, privately funded missions have attempted to locate and recover the lost models, but all have failed due inadequate funding, water depths, search area size and the amount of metal debris on the bottom — according to military records, more than 600 missiles were launched from the same site.

The Unique Journey of a US M1 Carbine

From D-Day To The Canadian War Museum. David Pugliese, Ottawa Citizen September 6, 2017

Over the last couple of months, I have been publishing photos and material about unusual artifacts from the Canadian War Museum. In some cases the items were being prepared for display as exhibit areas are being reworked. In other cases, they are kept in the museum’s vaults and have not been seen by the public. That is the case in the item being featured today

on Defence Watch. Eric Fernberg and Andrew Burtch of the war museum have provided the details about this US military M1A1 carbine from the Second World War. It has a unique story.



It was originally issued to Private Luther Meads, 508th Parachute Infantry Regiment, 82nd Airborne Division, US Army. Meads was killed in action on the night of June 5/6 1944 at St Mere-Eglise. The carbine was then recovered by another member of the 508th, and found its way to the fighting in Holland. There it was recovered from a dead American airborne soldier outside of Nijmegen, Holland by Donald Boyd Howard, a forward observation officer with the 5th Canadian Field Regiment, Royal Canadian Artillery. It was used by the Canadian soldier and eventually found

its way into the collection of the Canadian War Museum. (It's unclear which soldier carved the name "Emily" into the carbine)

Vancouver Artillery Association Yearbook Updates

The war diary updates from 100 years ago and 78 years ago continue. Check them out at <http://www.vancouvergunners.ca/whats-new>

The recent Warrant Officers' and Sergeants' Mess Dinner. <http://www.vancouvergunners.ca/2017.html>

Mess secretary correspondence from 1953. <http://www.vancouvergunners.ca/1953---102nd-coast-regt-rca.html>

A Mess Dinner in 1959. <http://www.vancouvergunners.ca/1959---15th-fd-regt-rca.html>

Keep those stories and pictures coming! Contact Leon Jensen at LeonJ1@hotmail.com

Who Is It



Last Week: Robin-Nodwell RN110 Tracked Carrier;
2. Churchill, Manitoba;
3. 2589 Fort Churchill Cadet Corps (aka 2589 Duke of Edinburgh School Cadets), blue and white igloo insignia on right shoulder based on that of '44/'45 joint Canadian/US winter exercise Operation. Cadet Sgt Berube sitting in the cab. Anyone know where he is now? The caps were not issue. They were bought by the cadets from the Hudson's Bay Company.

This Week: Continuing our new series “Famous Canadian Soldiers in Mufti”, we present this alarming shot from the early 1960s. The scene is a jolly mess party, wherein participants dress in costumes imagining their other lives, outside of defending the dominion from the evil claws



of the Soviet Union. Possibly this is what is sometimes called an imagined “peace dividend”.

Not to be sexist, but we are focussing on the gentleman in the bowler hat, sporting a label reading “Savoy Hotel” on his chest, where in uniform he would have had a rack of medals the envy of any young subaltern. The hat, by the way, is one he actually used to wear when in mufti, so he’s not entirely in a fantasy costume. Indeed, looking closely, one can see a winged collar, which, I can attest, belonged to his late father, as did many of his civilian clothes. However, being a soldier’s soldier, rumour had it that even his pyjamas were in khaki baratheia.

So, dear reader, can you identify this brave warrior? He was fairly well-known in his time, and later wrote for a noted organization’s magazine. As for the young women, further research is needed to ascertain if they did eventually become Playboy Bunnies (the one on the left is a DND school teacher, that on the right a nursing sister). Your musings may be sent to the editor,

bob.mugford@outlook.com or to the author, John Redmond, johnd.redmond@telus.net .

From the ‘Punitary’

Where do you find a birthday present for a cat? In a cat-alogue!

Murphy’s Other Laws

You are not Superman, but sometimes thinking you are will save your ass!

Quotable Quotes

One cannot and must not try to erase the past merely because it does not fit the present.

Golda Meir

Octoberfest -- Saturday 14 October 2017

The 6 Engineer Squadron Combined Mess is hosting an Octoberfest fund raiser on 14 October from 7 pm to 11 pm. The evening will include beer tasting and beer from Bridge Brewing Co. finger food, cash bar for other beverages and a Silent Auction. All net proceeds to be directed for the benefit of 6th Field Engineer Squadron Museum. Event is being held in the mess (address listed below). Dress code is business casual and guests are encouraged to prearrange transport home with their friends or family members.

Price of tickets includes a flight of beer, samples and food. Tickets are \$20 each must be purchased in advance, by any of these 3 methods:

1. Directly from one of the following members:

James Happer -- Fraser Valley Area jhapper@shaw.ca

Jerry Silva New Westminster Area jsilva@safety.bc.ca

Bill White Vancouver Area waswhite@telus.net

2. Cheque made out to:

6 Field Engineer Squadron Museum

Please mail or deliver your cheque to the following address by 06 October 2017:

6 Field Engineer Squadron Museum

Lt Col. J.P. Fell Armoury

1513 Forbes Avenue

North Vancouver BC V7M 2Y4

3. By email fund transfer to 6esOctoberfest2017@gmail.com

Hope to see you soon.



RNSA
Royal Naval Sailing Association

The Captain, R.N.S.A. B.C. Squadron

cordially invites you and your guest to attend a Mess Dinner to

Celebrate Nelson's Victory at Trafalgar 21st Oct.1805

To be held at the

Royal Vancouver Yacht Club

3811 Point Grey Road, Vancouver

Saturday October 21st, 2017 1800 for 1900

Tickets: \$100 Each

Dress: Mess Dress
or Black Tie with miniatures

RSVP: 604-922-5828
Email: ianbegg@mac.com



Wednesday Lunches

Have you been down to Bessborough Armoury lately?

When was the last time you were at the

15th Field Artillery Regiment Officers' Mess?

Did you know that the Mess continues to offer a fine lunch
every Wednesday at 12:00?

For \$20.00 you get a 5 course meal and the opportunity to reconnect
with your Gunner friends and other guests.

Business attire expected.

The Regimental Museum opens at 10:00 every Wednesday.



Warning Order Yorke Island Work Party

Autumn 2017 (Date to be confirmed)

Includes information session, trail clearing,
infrastructure assessment (more details to follow)

Send Leon an email if you're interested.

p.s. – always looking for sponsors to help defray the cost for those volunteers unable to meet
the costs associated with the adventure. (ferry costs, lodging, meals, etc)

