



Van Arty Assoc and RUSI Van Members News Jan 14, 2014

Wednesday Lunches

Guests and visitors are always welcome. People these days, especially civilians, don't think about dress much and, if not pre-warned, will show up in very casual dress so, to avoid embarrassment, please make them aware of the dress requirements (suit/blazer and tie, equivalent for ladies) before they come.

Burns Dinner - 2014

Wed, January 29, 2014 at the London Aviation Centre, 4580 Cowley Crescent, Richmond, BC. This is our annual fundraising event for our charitable Society.

This year we have a Theme – **'The Big Shake'** 'what will you do when the 'Big One' hits?' We expect to have representatives of the Ambulance service, Fire Dept, Emergency Services, the military etc in attendance to set up displays on disaster preparedness. Dinner will be served as if at a Disaster Response Centre and should be quite interesting and a lot of fun.

Entertainment will be provided by the 15 Fd Band and the RCMP Pipes and Drums.

Further details can be seen on the invitation at the end of this newsletter.

Time for Annual Dues

As of Jan 1st, dues are now payable for RUSI Vancouver (\$30), The Vancouver Artillery Association (\$75) and 15 Fd Officers Mess Associates (\$60).

Dues payments can be sent to the Treasurer of the applicable organization at Bessborough Armoury: 2025 West 11th Avenue, Vancouver BC V6J 2C7. **This includes RUSI Vancouver!** In the past, payment for RUSI dues has been sent directly to Keith Freer but Keith had a bit of a mishap and is in hospital. We are in the process of appointing an acting Treasurer until Keith's situation is resolved so please, send RUSI dues payments to the Armoury.

Military Ball Renamed

The date for the 2014 Ball has been set for **May 10, 2014 at the Vancouver Hyatt Regency Hotel**. 39CBG is getting more involved in the running of the event and has renamed the Military Ball the 'BC Army Gala'. The Gala website is: <http://bcarmygala.ca/> and tickets can already be purchased on the EventBrite site at: <https://www.eventbrite.ca/e/bc-army-gala-tickets-8508578387>

Gun Maker Spurns Pakistan Deal, Cites Troop Safety

Associated Press | Jan 06, 2014

WEST VALLEY CITY, Utah - A Utah-based gun manufacturer has turned down a \$15 million deal to supply Pakistan with precision rifles, citing concerns they could eventually be used against U.S. troops. Mike Davis, sales manager at Desert Tech, said the company was on a short list for a contract with Pakistan, but spurned the opportunity because of unrest in Pakistan and ethical concerns. It was a difficult decision because of the amount of money involved, he said, and the sale of rifles to Pakistan would have been legal.

"We don't know that those guns would've went somewhere bad, but with the unrest we just ended up not feeling right about it," Davis told KTVX-TV. The company, based in the Salt Lake City suburb of West Valley City, was founded in 2007 on the principle of keeping America and its allies safe, he added. "As a business owner you always want to be successful, but I think ethically and morally you want to go about it the right way and stick behind your founding principles," Davis told KSL. Weapons sales to allies such as Pakistan are nothing new but they can be complicated, especially in a country with an al-Qaida presence. The U.S. often targets al-Qaida, Taliban members and their Pakistani supporters in the country's tribal regions.

"I've got to admire Desert Tech for potentially turning down what could have been a very lucrative contract in the interest of protecting American service members," said Col. Steven R. Watt of the Utah National Guard.

The rifles can change caliber within minutes and have the capacity to shoot as far as 3,000 yards (2,740 meters) . Desert Tech, formerly known as Desert Tactical Arms, has had military contracts with other countries but declined to reveal specifics.

RCAF bending on medical requirements to deal with Pilot shortage

LEE BERTHIAUME, POSTMEDIA NEWS | January 3, 2014 2:51 PM ET



David McNew/Getty Images Pilots with the Canadian 410 'Cougar' Squadron return to base after a training flight in CF-18 Hornet fighter jets at Naval Air Facility (NAF) El Centro on November 4, 2009 near El Centro, California.

OTTAWA — Canada's air force has been bending on minimum medical standards such as vision and hearing requirements as it contends with a critical shortage of experienced pilots. The Royal Canadian Air Force has long struggled to retain enough trained military pilots to fly its fighter jets, search-and-rescue aircraft and helicopters, but a growing "experience gap" is making the situation worse than ever. RCAF spokesman Maj James Simiana said the gap's origins can be traced back to the 1990s, when the Chretien government slashed about one-third of the military's ranks and put a freeze on new hiring.

The problem has been exacerbated in recent years by heavy recruitment of military fliers by civilian airlines, and a mass exodus of baby boomers due to retirement. “The RCAF has sufficient pilot recruits and pilots undergoing flying training, but not enough experienced pilots that are required to train new pilots, to mentor less experienced RCAF pilots,” Simiana said in an email. As a result, the air force has been accepting retired RCAF pilots and recruiting recently laid-off British military aviators to deal with the shortfall. “The point here is to show that we’re taking mitigating action to counter a challenging demographic situation,” Simiana said. But secret briefing documents obtained by Postmedia News show air force officials have had to seek waivers for some of those experienced aviators as they failed to meet minimum medical standards.

In one particular instance, air force officials asked that a former RCAF helicopter pilot who had retired after 37 years in the military be allowed to rejoin despite failing an unspecified yet required medical standard. “In the past three years, precedent has been set by granting waivers for the enrolment of several applicants whose medical categories were below the pilot occupation minimum for enrolment,” RCAF deputy commander Maj.-Gen. Michael Hood wrote in the briefing note.

In another case, then-chief of military personnel rear-admiral Andrew Smith was asked if a former British air force pilot could join the RCAF even though he wasn’t a Canadian citizen, and even though his vision did not meet minimum standards.

Air Force officials noted the RCAF’s pilot shortfall in their letter to Smith, and said that “a special need did in fact exist” for the British aviator. Operation IGNITION is Canada’s periodic participation in the North Atlantic Treaty Organization (NATO) Airborne Surveillance and Interception Capabilities to meet Iceland's Peacetime Preparedness Needs, which is a NATO operation conducted to patrol Iceland’s airspace. Hood justified the moves by arguing that the “million-dollar cost” of pilot training “warrants the high initial medical standard” to which recruits are held. “Skilled pilot re-enrollees do not incur these upfront costs and therefore represent a valuable commodity while the pilot occupation remains significantly (undermanned),” Hood concluded. Simiana would not say how many experienced pilots the air force needs. But he said the experience and skills experienced pilots bring to the table compensate for reduced vision that is required by inexperienced recruits seeking a career in the cockpit.

All pilots must be able to meet the military’s universality of service requirement, Simiana added. Air Force Association of Canada national president and former RCAF pilot Terry Chester said minimum medical standards for such things as vision, hearing, heart beat and blood pressure are set for a good reason. But he was also confident senior air force commanders would not risk lives or multi-million-dollar equipment by putting unfit pilots in the cockpit. “The first airplane that took off with a less-than-qualified pilot in the air and crashed and killed the pilot,” Chester said, “the air force commander would be up in front of the chief of defence staff with his hat under his arm looking at a court martial.”

Chester said the fact the RCAF is bending on the medical requirements to bolster the number of experienced pilots it has speaks to the air force’s severe shortage of bodies. “It’s a delicate

balance,” he said of the standards. But we obviously need pilots in the cockpit. “Because let’s face it, if we don’t have pilots, the air force is redundant.”

Then-RCAF commander lieutenant-general Andre Deschamps warned last year that the air force was missing a number of pilots with between 10 and 20 years of experience, which has created a leadership and mentoring challenge. “The pressure will remain probably for the next several years, and probably close to the end of the decade before we rebalance the demographic in a more sustainable fashion,” Deschamps told the Senate defence committee. RCAF officials also secretly warned in 2011 that they would not be able to produce the 125 new pilots needed each year because of the shortfall in experienced aviators.

It’s unclear how many retired RCAF pilots have been re-admitted into the air force in recent years, or how many British military fliers have been recruited. There were reports in 2012 that as many as 35 British Royal Air Force pilots and other personnel were in line to be accepted after the United Kingdom announced plans to cut 5,000 men and women in uniform, including about 170 pilots, over the next five years. The RCAF has also established loan programs with counterparts in the United Kingdom, Germany and France in which it borrows pilots for a period of time.

A briefing note prepared for RCAF commander Lt.-Gen. Yvan Blondin said the loan programs were developed “as a means to alleviate critical shortages of experienced pilots at some units within the RCAF.” As of October, a dozen British pilots had been loaned to the Canadian Forces for up to three years, while two German helicopter pilots and one French pilot are working with RCAF units. Two more German helicopter pilots are due to arrive this month. “The loan of allied nations’ skilled and experienced pilots to Canada represents a win-win scenario for all nations involved,” Simiana said.

“It will help reduce Canada’s current experience gap in the pilot occupation more quickly, while the respective allied nations’ military forces can effectively employ their pilots and maintain their flying qualifications over the same period.”

Cross dressing spy who caused a headache for British masters

As one of Britain’s top spies in the Second World War, being arrested in Spain dressed as a woman caused a major headache for his political masters.



Dudley Clarke, an MI6 agent arrested dressed as a woman in Madrid

By Tom Whitehead, Security Editor 7:00AM BST 23 May 2013

Lieutenant Colonel Dudley Clarke, a key figure in British intelligence in the Middle East, was detained in Madrid after being seen “in a main street dressed, down to a brassiere, as a woman”.

The spy was on his way to Egypt to pass on key information and the incident sparked a mad scramble in London to ensure he was released and sent on his way as quickly as possible. Files released by the National Archives show that Lt Col Clarke – who was supposed to maintain a low profile, travelling under cover as a war correspondent for The Times – had stopped off in the Spanish capital on his way to North Africa in October 1941. The embassy – where staff had been "particularly struck by his intimate knowledge of military secrets" – cabled London: "Last night he was arrested in a main street dressed, down to a brassiere, as a woman." He told Spanish police he was a novelist and had "wanted to study the reactions of men to women in the streets". But when the British consul visited him, he found Lt Col Clarke "unconcerned" by his predicament but offering a different story, saying he had been taking the clothes to a woman in Gibraltar and had put them on as a "prank". "This hardly squares with the fact that the garments and shoes fitted him," the embassy noted.

While the Spanish police were inclined to treat it as a "homosexual affair" and release Lt Col Clarke with a fine, the local Germans believed it was a "first class espionage incident" which they were determined to exploit. "I need hardly point out the damage this incident will do to us and The Times here," the embassy warned. "Jokes have already begun about 'the editor' of The Times masquerading as a woman." It also said: "His luggage contained another complete set of women's clothes, a war correspondent's uniform and a note book with a number of names of people in London in it.

"Also papers and a roll of super fine toilet paper which particularly excited the police who are submitting each sheet to chemical tests." The potential for embarrassment was considered so great that Prime Minister Winston Churchill was informed, and instructions were sent to get Lt Col Clarke to the safety of Gibraltar as quickly as possible. "In no circumstances should it be revealed that C (larke) is a British officer," the Foreign Office insisted. Another note to the embassy staff said: "General headquarters will be grateful if you will do your best to secure release of Clarke and assist him to proceed as soon as possible to Cairo via Gibraltar." But staff were also asked: "Please keep him under strict surveillance.

"If he shows signs of mental derangement he should however be sent home by first ship."

Who is it?



Last Edition. Some confusion here because the gun is in full recoil but some of our experience Gunners identify it as a Royal Ordnance 60 Pounder gun, Mk 1 or 2, the standard divisional piece in 1914 on a scale of one-battery of four guns per infantry division. The barrel and attachments could be disconnected from the recoil system and retracted to provide improved stability when towing. The archaic British nomenclature disguises the bore diameter: ~12.7 cm or 5-inches. The arrangement of the breech, elevation and traversing hand wheels and the massive recoil/recuperator cylinders above the tube are characteristics of the Mark 1 and the carriage looks like a Mark 1 as well. During the war they were fitted with traction wheels on a

new Mark 2 carriage and in the 1930's the surviving guns were fitted with pneumatic tires but they were totally obsolete by 1939. They were generally replaced by the 5.5" guns by the time of the North African Campaign in 1940-41.

The photo indicates it was taken at Sarcee range in Alberta.

This Week's picture



Continuing our series on the “Colours” of the Regiment, we present this week a gun instantly recognizable to our grandfathers, but maybe forgotten by those of a younger ilk. In some ways this gun was the first really modern one employed by the unit, previous standard pieces lacking some of the systems we take for granted today, such as a fully-functioning recoil system (earlier guns had either hybrid systems,

employing blocks and spades that were actually more necessary than the weak hydraulic systems), quick-firing breech/ammunition patterns and modern sights. It saw extensive service in the Great War, before being adopted by this Regiment.

Note: this gun is also in full recoil. So, the questions are as follow. What is this gun? When was it adopted by this unit? What was the unit's proper designation at that time? And, as a bonus, where was this photo (and last week's) taken? Answers can be sent to the editor, or to the columnist, John Redmond (johnd.redmond@telus.net).

From the 'Punitary'

Before starting their Commando raid, the soldiers were 'debriefed'.

Murphy's other Laws

A component's degree of reliability is directly proportional to its accessibility – ie the harder it is to get at, the more often it will break down.

Quotable Quotes

A true leader always keeps an element of surprise up his sleeve, which others cannot grasp but which keeps his public excited and breathless. - Charles de Gaulle



Lieutenant Colonel
Kent A Wickens CD
Commanding Officer

and

Colonel
R Grant Smith OSJ, CD, ESM
Honorary Colonel and
President of the Regimental Society



of the

15th Field Artillery Regiment, RCA
Request the Pleasure of the Company of You and Your Guests
at a

'Big Shake'

Burns Supper

FEATURING

The Band of the 15th Field Artillery Regiment, RCA
and
The Pipes & Drums of the Royal Canadian Mounted Police
And including emergency response displays from many organizations
to be held on

January 29, 2014

at the

London Aviation Centre
4580 Cowley Crescent,
Richmond, BC

Dress:

*Scottish Attire, Mess Kit,
Formal or Business Dress
(no causal wear please)*

Cocktails: 1800hrs

Dinner: 1900hrs

Tariff: \$100pp

RSVP to: Col Grant Smith

7460 Sunnybank Avenue

Richmond, BC V6Y 1G5

Email: roy.grantsmith@gmail.com

Tel: 604-271-5530

Cheques Payable to: 15th Field Regimental Society

India

Curry Lunch



Hosted by:
*The British Columbia
Regiment
Officers' Mess*

Coordinated by:
*The BC Regiment
(DCO) Association*



- Date:** Thursday, January 30, 2014
- Time:** 11:45 am - 1:30 pm
(bar opens at 11:45am)
(presentation at 12:01pm)
(lunch starts at 12:20pm)
- Location:** Officers' Mess - The BC Regiment
620 Beatty Street, Vancouver, BC
- Dress:** Business Attire (jacket & tie, ladies similar)
- Price:** \$30/person (\$5 discount for those that confirm attendance by January 24, 2014)
- RSVP:** For more information or to register, please contact Bill Diamond at Bill@DukeaBear.com or 604.618.3607 (Please advise of any dietary needs with your RSVP)

Payment by cheque or cash will be accepted at the door
Cheques are payable to: The BC Regiment (DCO) Association
No cancellations after January 24, 2014

NEXT PLANNED LUNCH: Thursday, February 27, 2014