



Van Arty Association and RUSI Van Members News July 25, 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.

July 27 - 4th Annual Korean War Veterans Day Ceremony
Aug 13 - Point Atkinson Tour
Sept 09 - WO & Sgts Mess Dinner

World War 2 - 1942

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

July 27th: 6th Army starts to clear the Don Elbow of Soviet troops. Italy's great aviator Furio Bicolto Doglio – who broke nine world aviation records before the war – is shot down and killed in a raid on Malta by Canadian fighter ace Buzz Beurling. Captain Doglio is posthumously awarded the Gold Medal of Military Valor

July 28th: Red Army officers are granted more status, uniform changes, and authority (particularly in regard to now being able to ignore tactical direction from political officers) to help firm up the Army's resistance.

July 29th: Despite the valiant efforts of an Australian Militia battalion, the Japanese take Kokoda (and its airfield) in their New Guinea Offensive. A joint American-British Production

Board forms to control the use of minerals and key industrial resources. Hitler switches 4th Panzer Army back to Army Group B from Army Group A as he continues to tinker with both offensives.

July 30th: Canada passes a conscription bill although it will not send conscripts overseas (for now). Army Group A keeps advancing south of the Don, capturing Proletarskaya and Bataisk.

July 31st: US bombers hit the Japanese airfields on Tulagi and Guadalcanal. The first of 24 Essex Class Fleet Carriers is launched; these 36,000-ton ships – carrying 90 combat aircraft apiece -- will be the mainstay of the US Navy through 1943 and well on into the 1970s.

August 1942: The Beginning of the End of the Beginning

General: Allied shipping is lessened by 661,100 tons (123 ships – almost all sunk by submarines) and the U-Boats start getting fitted with radar warning receivers (in metre bandwidth frequencies). Axis air activity starts slacking off over Malta. The launching of the new light carrier USS Independence (CVL-22) and the first of four Iowa class battleships mark the avalanche of steel coming off American building slips. In the bombing campaign over Germany, the RAF starts using Pathfinders to mark targets for the heavy bombers.

Aug 1st: Army Group B is fighting around Kalach and Kletska; while Army Group A reaches the Kuban River near Kropotkin.

Davie Shipbuilding Unveils New Naval Support Ship

The largest naval ship ever delivered from a Canadian shipyard

Levis, QC, July 20, 2017 /CNW Telbec



Today, Canada's largest and most experienced shipbuilder unveiled the *Asterix*, the first large naval ship to be built in Canada in over 20 years. Davie's 1,369 staff together with over 900 Canadian suppliers spent just under 2 years delivering the Resolve-Class naval support ship which will enter service with the Royal Canadian Navy by the end of this year as initially planned. The Resolve-Class naval support ship will be the largest naval platform in service with the Royal Canadian Navy for the foreseeable future and will provide a wide range of functions from at-sea

replenishment of fuels and cargo to aviation support, fleet medical support and humanitarian and disaster relief. This program involves three levels of innovation for Canada allowing the delivery of a most needed ship in a timely manner and with the best value for Canadian taxpayers. Firstly, instead of building a ship from new, a modern containership has been converted into a state-of-the-art naval support ship. Secondly, the ship has been privately

financed by Davie and will be leased to Canada. That means a fixed, transparent cost to the Canadian taxpayer. Thirdly, Federal Fleet Services, Davie sister company, will operate the ship with a mixed crew of merchant seafarers and Royal Canadian Navy personnel.

Today's unveiling of the ship - which also underlines Canada's 150th anniversary - included an employee appreciation for the Chantier Davie Canada Team as well as a Family Day, a blessing for the ship by the Huron-Wendat Nation and VIP tours onboard. The traditional breaking of the sacrificial champagne bottle on the bow by the sponsor of the ship in order to bless the ship and her crew was performed by Her Honour Pauline Th  berge, spouse of the Honourable J Michel Doyon, the Lieutenant Governor of Quebec. The Asterix in numbers:

182.5 meters long, i.e. two football fields 25.2 meters wide

Speed: 20 to 25 knots

Up to 7000 tonnes of fuel and producing 450 tonnes of drinkable water per day

Two cranes allowing the loading and unloading of containers which are accessible at sea

A gymnasium, the first on board a Canadian vessel

A helicopter deck, Two hangars for helicopters, Garages to park vehicles.

A hospital able to accommodate 60 patients

Kitchens able to feed 1,000 people.

War-Era Bomber to be Part of New RCAF Flying Badges

July 14, 2017 Joanna Calder



LGen Mike Hood, commander of the RCAF, accepted the donation of aluminum alloy ingots from Halifax 57 Rescue (Canada) and the Bomber Command Museum of Canada in June 2017.

Cpl Alana Morin Photos

More than 63 years ago, eight airmen from 426 Squadron—seven from the RCAF and one from the RAF—set off on a bombing raid against the railyards in Louvain, Belgium. They, and the Halifax bomber in which they were flying, never returned. Halifax bomber LW682 was shot down on May 13, 1944, near the village of Geraardsbergen, Belgium, and crashed in a bog. The Germans recovered and buried five of the dead, but three airmen remained entombed in their aircraft - that is, until Sept 1997, when a small group of dedicated Canadian volunteers, led by Karl Kjarsgaard, of the Halifax Aircraft Assoc, and the pilot's nephew, Jay Hammond, began the work of recovering LW682, which was buried in up to seven metres of mud. When the shattered aircraft was recovered, the three-remaining aircrew—PO Bentz; PO Summerhayes and PO Fred Roach-- were still at their stations. They were buried with full military honours in Belgium in November 1997, alongside their five comrades. On June 28, 2017, the commander of the Royal Canadian Air Force, LGen Mike Hood, accepted eight ingots of aluminum that had been cast from the melted down

wreckage of LW682. Their destiny? At least two of them will become a tangible reminder of RCAF history and heritage, worn by members of RCAF aircrew.

BGen Scott Howden models an example of the gold-coloured metal flying badges or “wings” that will be replaced by silver-coloured badges. Howden is wearing air combat systems officer—formerly known as navigator—wings.



Several years ago, the RCAF moved from gold-coloured accoutrements (rank insignia, buttons and so on) to their traditional colour of pearl grey or silver. The RCAF’s flying and occupation badges (wings) are now being recreated in a silver colour. As part of this process, each set metal “full wing” flying badges worn by pilots, air combat systems operators, loadmasters, search and rescue technicians, airborne electronic sensor operators and flight engineers will incorporate a portion of aluminum from LW682. The aluminum from LW682 will also be incorporated in the new metal “upswept wing” flying badges worn by personnel with the following specialist flying qualifications: flight crew, flight test engineer, flight surgeon, aeromedical evacuation, tactical helicopter observer and airborne warning control. “It’s my intent . . . to use some of this metal from the 426 Halifax and put it in the new wings we’re creating for the Royal Canadian Air Force,” explained Hood. “You can see that our previous wings were gold in nature and we’re going back to our roots and recreating them in silver. So our wings will be silver and all of them will contain a certain amount of this great donation.”

James Blondeau presented the ingots to the commander from Halifax 57 Rescue (Canada) and the Bomber Command Museum (in Nanton, Alta.) on behalf of Kjarsgaard. As well as being incorporated into the wings, some of the aluminum will be used for other memorial and commemorative purposes. “These ingots represent a large part of our history in our Air Force,” continued Hood. “They represent an aircraft that most of the Canadians in Bomber Command would have flown and . . . I see in these ingots the lives and the sacrifice and the commitment of all those airmen and airwomen who came before me.” The method of incorporating the aluminum in the new silver coloured wings is being finalized, with production and distribution timelines to be determined. This is not the first time aluminum from LW682 has been put to good use. The roof of the Bomber Command Memorial in London, England, unveiled by Queen Elizabeth II on June 28, 2012, is constructed from LW682 aluminum. In September 2012, Prince Edward, Earl of Wessex, unveiled a memorial to the crew of LW682 at 8 Wing Trenton, Ont. Polished ingots, each engraved with the name of a crew member, are embedded in a memorial wall at the Air Mobility Training Centre.

In October 2013, a memorial commemorating 16 citizens of Virginia, USA, who served in the RCAF during the Second World War was unveiled in Richmond, Va. The war-era RCAF badge and the Virginia state insignia, incorporated into the memorial, are cast from LW682 aluminum. “We have about 800 pounds [of aluminum from LW682] left,” noted Blondeau during the presentation. The remaining ingots are stored securely at the Bomber Command Museum in Nanton.

IronVision Helmet Mounted Display



The IronVision Helmet Mounted Display fits all types of Main Battle Tanks and Infantry Fighting Vehicles. Tanks were invented to be modern, mobile castles from which soldiers could fight and move in relative safety. Tank armor is not, however, easy to see through. Vision is usually minimal inside of tanks. At the international defense and security industry trade show Eurosatory in

June 2016, Elbit unveiled the IronVision, the first Helmet Mounted Display designed for the crews of armoured vehicles. IronVision is a 360-degree panoramic situational awareness system, part of Elbit’s See-Through Armor architecture, that enables tank and infantry crewmen to “see-through” their vehicle’s armour in real-time, creating a clear and complete visualization of the battlefield, even when the hatches are down. There is the problem with latency, or video lag. Elbit promises that the IronVision will have “zero latency,” possibly through a direct feed (i.e. a cable) the driver can plug into.

The helmet support system collects information from different digital sources within and around the vehicle, displays and tracks the positions of various features of interest ranging from a single person standing or crawling several meters near the vehicle to a moving vehicle located 150–300 meters away. By using the helmet, the wearer obtains the complete freedom of movement and can shorten the sensor-to-shooter cycle, all while remaining protected, under closed hatches. Israel’s Elbit Systems may have found a new way around that — militarized VR goggles. The company’s new “IronVision” system promises to give tank drivers a full range of vision without making them leave the tank. The system appears to be a sort of visor, or heads-up-display. The competing virtual-reality Oculus Rift headset was put to a novel use by the Norwegian army - helping soldiers to drive tanks. By mounting cameras on the outside of the tank, soldiers were able to create a 360-degree feed to the Oculus headset, worn by the driver. The device - still just a prototype - was much cheaper than conventional military camera systems. But the picture quality was not yet good enough for operational use. The Norwegian army began testing the headset in 2013 and in April 2014 tried out the latest iteration of the hardware. "It is a partial success," project leader Maj Ola Petter Odden told the BBC. "The concept is sound, but the technology isn't quite there yet. The picture quality is good for 10-15m [30-50ft] - but after that it is difficult to distinguish details, for example whether an opponent is carrying a weapon."

In the rapidly growing Helmet Mounted Systems (HMS) market Elbit Systems operates from a position of global leadership, having innovated, developed and integrated several generations of HMS for both fixed and rotary-wing aircraft. Elbit Systems, together with subsidiary RCEVS, jointly owned with Rockwell Collins has more production and operational experience than any other company in the field. HMS incorporate tracking and display systems for target designation, weapon and sensor slaving and processing and display of tactical information day and night. They are supplied as part of upgrade programs as well as on a stand-alone basis. Elbit Systems fixed-wing HMS technology is a significant part of for the US Joint Helmet Mounted Cueing System (JHMCS) program. Through RCEVS, all frontline US F-15, F-16 and F/A-18 have or are being equipped with the JHMCS. The pre-eminence in the field extends to helicopter HMS, particularly in the attack rotorcraft HMS market, where ANVIS/HUD™ is the preferred choice for utility rotorcraft platforms. More than 5,000 helicopters worldwide are equipped with Elbit Systems ANVIS HUD systems. The core competencies developed over time, combined with commercial aviation technologies, are now being applied to new HMS needs, such as through the Targo and Digital JHMCS systems.

Lake Ontario Being Searched to Recover Test Planes

A new project is hoping to find and recover models of the Avro Arrow that were being tested in Ontario in the 1950s. *Courtney Greenberg, CTV News Toronto July 14, 2017*



Several planes that were tested more than 60 years ago are still at the bottom of Lake Ontario – but a recent announcement revealed there’s a plan to find and recover them. The Avro Arrow Fighter Jet project put Canada at the forefront of military aviation in the 1950s. The Arrow was considered a breakthrough fighter jet, and smaller models of it – around one-eighth of its original size – were launched over Lake Ontario from Point Petre (200 kilometres from

Toronto) attached to high-powered booster rockets from 1954 to 1957. This was done to test the aerodynamic qualities and stability of the aircraft’s design, according to the Canada Aviation and Space Museum. But the project was abruptly canceled by the Canadian government in 1959. Many engineers left the country and around 14,000 workers at the Avro plant lost their jobs. All of the materials related to the Arrow were ordered destroyed. Nine models have remained at the bottom of Lake Ontario ever since. Now, as part of a Canada 150 initiative, there has been an effort to recover them. “We put this idea together about a year and half ago. It was a team effort amongst all the people involved. One of the things that surprised us...was how many people we knew who had connections to the Avro story,” said President and CEO of OSISKO Mining Inc. John Burzynski.

The company is the sponsor for OEX Recovery Group Inc., which will rely on technology from Kraken Sonar Inc. to find the planes. In a video presented after the announcement on Friday,

Kraken vice-president David Shea said they'll use a "very high resolution of the sonar system" that surveys one-kilometre blocks at a time. According to an Osisko news release on Friday, the project will also rely on "historical information to narrow the search area as much as possible" as well as interviews with former Avro employees, research, and "ballistic trajectory and flight data modeling." "This was a story of many people who were put out of work when the program was cancelled," said Burzynski. "One of the things we're not trying to do with this program is to rewrite the history of what happened with the Avro program. This is simply a search -- and ideally, recovery." The project is in partnership with the Canada Aviation Museum, the Royal Canadian Air Force, the Canadian Conservation Institute and the OEX Group.

The Marine Corps Goes Light with New Protective Gear

New Body Armor, Plates, Packs, And Helmets. *James Clark July 17, 2017*

"Everything but the kitchen sink" might as well be the maxim of post-9/11 Marines who lugged half their body weight across Afghanistan and Iraq. Now, after years of bad backs, aching knees, and endless griping, the Marine Corps — in a joint effort with the Army — is racing to lighten the load. The service is planning some changes to its body armor, ballistic plates, packs, and issuing lighter helmets across the Fleet Marine Force, according to Marine Corps Systems Command. Take a look at what's in store for Marines:



Body Armor. - The new armor, the Plate Carrier Generation III, is a lighter and less bulky version of its predecessor designed to "provide a smaller overall footprint than the current plate carrier while maintaining the same soft armor coverage and protection level," according to a statement from Marine Corps Systems Command. Though still in the prototype phase, the new plate carrier will reduce the length of the vest by 1.25 inches. The carrier also comes with new shoulder straps for improved fit, so Marines can say goodbye to the days of cutting their foam bed roll into jerry-rigged shoulder padding. Plus, it's about 23% lighter than past models. The new armor is designed to accommodate Marines of all shapes and sizes. The plate carrier will come in all the usual sizes, plus small short, X-small short, small long, and comes with a 6 x 6-inch side plate for those smaller-stature devil dogs, and should help outfit an additional 14,568 Marines with gear that actually, you know, fits. The Corps is also looking at new ballistic plates to replace the standard Enhanced Small Arms Protective Insert and the Enhanced Side Ballistic Insert, which, though effective, are heavy and expensive. The initiative, called Ballistic Trade Space Project, will explore whether a lighter plate could successfully counter the majority of threats facing Marines downrange.

Packs. To ensure the current USMC Pack System stands up to the rigors and trials Marines face overseas, Marines deployed to Norway have been experimenting with reinforced frame

prototypes. While the results aren't in yet, the "reinforced frame has proven to have significantly higher durability over the legacy frame," according to the Marine Corps.

Helmets. Rounding out the latest round of gear improvements is the Enhanced Combat Helmet, which purportedly offers additional protection against small arms and frag. On June 9, the Marine Corps announced that Gentex Corporation in Simpson, Pennsylvania, was awarded with a five-year contract to produce and deliver enough of the lightweight helmets to outfit every Marine, both at home and abroad, as Task & Purpose previously reported. The first order of 35,424 helmets is expected to hit the fleet for follow-on testing in September 2017; assuming all goes well, the I, II and III Marine Expeditionary Forces will receive the new headgear in Spring 2018. From body armor to ballistic plates, packs, and helmets, the Corps is trimming down and likely saving knees and backs in the process, so long as nobody assumes that just because the loadout is 20 pounds lighter, Marines should carry that many more batteries and rounds.

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

Chapter 11. Salisbury Plains, Paratroops, And Mackenzie King

10 - 14 Jun 1941. On the morning of 10 June, the Regiment left for the ranges at Salisbury Plains. We travelled in convoy all day, and on arrival were quartered in huts that were quite comfortable. Every day we went onto the ranges for firing practice and we blasted away a lot of the taxpayers' money in different types of shoots. How Munro was the layer on our gun during an anti-tank shoot and got two of the five hits by our troop.

15 - 16 Jun. Our last turnout was an all-night affair. We deployed in the morning, and at 2300 hrs we moved to a new position for a Divisional shoot. The next morning, we opened fire. After a barrage, we fired a smoke screen during which "B" sub managed to fire an extra round. The powers that be threatened to make us pay out \$25.00 for it. That's not funny! We returned to our billets in Beckenham after the firing.

20 Jun. I made another attempt to get a transfer to the RAF. This time I got as far as the Colonel, but "Nothing doing". It was a very friendly interview, and he told me there was a possibility that the RCAF might be soon looking for volunteers. He asked about my qualifications and hinted that I might get an advanced ACS course.

22 Jun. The TSM told me I was to go out regularly with the regular Ack to catch up on some field work prior to going on a full-fledged course scheduled to start soon.

1 Jul. Dominion Day, according to orders, was a holiday. PT was cancelled, and the first parade was at 1100 hrs. We were then loaded into 30 cwt trucks which had been used for hauling coal, and we were taken to Redhill. Here, in a fair-sized sports field, 1 Cdn Div held a Track and Field Day. There were the usual races, jumps and tug of wars. The highlight of the

afternoon was a visit by His Majesty King George VI. He stayed to watch the Tug of War, the High Jump, and the Three-Mile Race., Before he left he was given three rousing cheers and a “tiger”. About 15 tea wagons from the Canadian Legion, the Knights of Columbus, and the YMCA, continually served free lemonade, tea and biscuits, as well as selling smokes and chocolate bars.

7 Jul. Reveille was at 0400 hrs, and after breakfast we climbed into trucks to go and see an exhibition by some paratroopers. We travelled for a couple of hours to a golf course surrounded by a lot of scrub and undergrowth. After awhile a big Whittely bomber flew overhead at about 200 feet. We could see the faces of the paratroopers looking down at us. Making a circle, the plane approached again and the paratroopers leaped from a height of about 200 feet. Eight men and an arms container plummeted to the ground in quick succession. In 15 seconds they were all on the ground. Releasing their harness, the paratroopers hid their chutes, took their arms from the container, and scattered into the bush. In two minutes, there was not a sign that they had landed. Then another stick of paratroopers dropped from another Whittely at about 300 feet altitude. After that we had the chance to talk to them. They were all volunteers, in their early twenties, and looked in great condition. In their webbing they carry grenades, respirator, and a small personal kit. They arm themselves with additional grenades, rifles, tommy guns and Bren guns from the arms container immediately after reaching the ground. They are very keen and quite pleased at the chance to jump.

4 Aug. Nothing much has happened in the last month. We have had a few air raids, but they didn’t amount to much. I am still on the ACS course. For the past three weeks, I have been doing GPO Ack (Gun Position Officer’s Technical Assistant), and I like the work a lot. We went out on a turnout a few days ago, and I got my first chance to drive a Bren Carrier. I got to drive it in the convoy when we started back to billets. I stalled it and the whole troop went by me. When I got it rolling the troop was out of sight, so I really tramped on the gas to catch up. Going down a steep S curve, I negotiated the first turn alright, but went into a skid on the second. We skidded broadside for about 30 feet and crashed into a cast-iron light standard, which crashed down in several assorted pieces. I was later paraded before the Colonel charged with negligence or carelessness whilst on active duty. Luckily my inexperience, the wet road, and the fact the carrier wasn’t even scratched, all combined to make a pretty good story, and I was dismissed. I didn’t even have to pay for the pole.

17 Aug. The Regiment took off to take part in another 3-day anti-invasion scheme. As I was still doing GPO Ack, I rode in GA, the GPO’s 8 cwt radio truck. It rained for the whole time. On the final day, we did a theoretical fire plan and the enemy was decisively defeated at exactly noon. Though it was wet and muddy all the time, our meals were watery stew, and sleep was practically impossible, morale was high and everyone was in excellent spirits and seemed to be getting a big kick out of life. Human nature is certainly queer!

26 Aug. We got back from a troop turnout shortly before noon, dirty and dressed in fatigues. We were still eating our dinner when we got orders to parade at 1230 hrs, in “church parade

order”. There was a lot of hustling around, but most of us managed to get ready. Then we were loaded into trucks and taken to RHQQ to join the rest of the Regiment. After the usual wait, the convoy got rolling. After an hour’s drive we reached Caterham, where we fell in and marched for a mile to a playing field. The 1st, 2nd, and 3rd Field Regiments, as well as units of the RCE, the RCASC, and the RCAMC were drawn up in a huge hollow square in the center of which was a loudspeaker system. Words spread that the Prime Minister, Mackenzie King, was to inspect us. The Colonel and the Major walked down the ranks and warned us that there would be no repetition of last Saturday’s episode, when the Prime Minister was booed at a Sports Meet in Aldershot. The papers had written it up as “a bit of friendly booing”, but there was more to it than that. The General Salute was sounded as the Prime Minister, accompanied by Gen A McNaughton, arrived. They walked to the center of the square, where Mackenzie King made a short speech, telling us what great guys we were. He then walked past the front ranks, “inspecting “us. After the inspection, the order was given: “Remove headdress”, then “Three cheers for the Prime Minister.” Three more or less enthusiastic cheers were given, but no “tiger”. He then got into the car and began to move off. He shoved himself up through the hatch in the car roof and began to wave his hat. He really looked funny and it tickled everyone. The titter grew to a laugh and the laugh to a roar. The Colonel is reported to have said: “Wave to the silly b - - - - -”. Only a rumour, but sounds reasonable. After an hour, we got back into our trucks and drove back to our billets. No doubt we were greatly inspired by the Prime Minister’s kind sentiments. I don’t think!

6 Sep. I’ve been in the Army two full years. What a long time it sometimes seems. Yet, I suppose it has really gone by swiftly. I’ve seen a lot – every aspect of Army life in Canada, England, France, and back to England again. Doubtless these years have had some effect by now, but I’m darned if I know if this was for better or for worse. I do know that if this was 6 Sept 1939, and I knew what the next two years held for me, I’d do just what I did then – join up.

Chapter 12. Exercise “Bumper”

25 Sep, 1941. The Regiment moved off to take part in Ex Bumper. I found out later that this scheme was the largest which ever took place in Britain. It involved two Army and four Corps HQs, twelve Divisions – including three Armoured Divisions-, two Army Tank Brigades, etc, totaling 250,000 men. The exercise was based on the assumption that several enemy invasions had been made against England. Two had been destroyed, but the third thrust had made rapid progress. The troops of Southern Command, under Lt Gen Alexander, were to attack from the west and destroy them.

26 Sep. We moved off after a breakfast of tough liver, bread and coffee. We travelled for about five hours until we reached Hayward’s Heath, near the coast, and parked our guns and vehicles under the trees and camouflaged them.

27 -28 Sep. We basically laid around for two days, just killing time, and doing Guard duty. We wrote, read, or played “Chase the Ace”, where I lost a few shillings. We also played a

couple of baseball games. Meals were a variety of bread and tea, some alleged beef, stew, stew and rice, and porridge.

29 - 30 Sep. We travelled north-west through a number of towns, and went into a dispersal area a short distance from Slough. Then we moved a few miles and took up a position. Camouflage nets were put up and we stood by. Theoretical dive bombers and a local gas attack annihilated B and C Batteries. Supper was delayed and Lt Lambert made himself popular by buying enough bread for the whole troop. With some jam and canned meat, we staved off starvation. We stayed in this position all day firing theoretical and blank shells. This caused a great stir of excitement in the early evening on account of the brilliant flashes from the blank rounds.

1 Oct. We moved forward again. On the way, we had a “crash action”, as a pocket of enemy troops had broken through. We moved through Luton, then into a reserve area where we mounted a six-man guard, as there was an enemy concentration nearby.

3 Oct. At 0845hrs, we got word that the scheme was over. We laid around all day waiting for the order which didn't come. We played card games and a baseball game. We finally started moving around 2300hrs, but after several hours we had to stop because of the dense fog.

4 Oct. We travelled all day and finally reached our billets in Beckenham that night. We were dirty and tired, and glad to see the end of the scheme.

5 – 31 Oct. We fell back into the usual routine. We were issued new short bayonets and did some bayonet drill. Hope we never get so close that we have to use those!

Vancouver Artillery Association Yearbook Updates

The war diaries updates from 100 years ago continue on our What's New page
<http://www.vancouvergunners.ca/whats-new>

More photos from Canada Day on our 2017 Yearbook page.
<http://www.vancouvergunners.ca/2017.html>

Yorke Island War Diaries are now up to the end of September 1939. Messages from 85 Battery's first month on the island.
<http://www.vancouvergunners.ca/war-diaries-85th-battery.html>

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

Who Is It



Last Week:

This was a public demonstration on Spanish Banks, in April 1945, of the Bofors Light AA guns manned by members of A Bty, 11(Reserve) Light Anti-Aircraft Regiment RCA, under Capt JGA Hutchinson. The Battery fired at a red nylon drogue towed by an airplane and shot the targets tail off.

This Week: The United States of America wasn't always our friend and ally. I remember elderly members of the mess recounting how our brave volunteers repelled the forces of Uncle Sam in the War of 1812, or maybe that was in a dream I had after a particularly long mess dinner. In any case, we've been friends for quite a long while, and may continue to be so for a few years yet. This photo is from a time when relations were not only cordial; they actually let us play with some of their newest kit! On the left, we have three Canadian officers, nattily dressed in itchy-scratchy battledress (so designed so that the wearer would have a permanently nasty attitude, thus increasing the likelihood of doing damage to the enemy). On the right are two of our less itchy-scratchy dressed southern cousins. And, seated in the vehicle, is another uncomfortable Canuck.



Our questions are many this week. Can you date the photo? Do you know anyone in the photo? And, most importantly to those who are fanatics about equipment, what is that expensive American product? Please don't say "a tank", because that's an artillery officer in it, and so it must be more complex than a simple tank. Get it? Send your Armoured Corps abuse to the editor, bob.mugford@outlook.com and your answers to the author, John Redmond

(johnd_redmond@telus.net). Tanks in advance. ☺ (Email the editor for the original picture if you want to enlarge)

From the 'Punitentary'

How can you tell when your computers got the Miley Virus? It stops twerking.

Murphy's Other Laws

You are always doing something marginal when an Officer shows up.

Quotable Quotes

I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel. — *Maya Angelou*

Ross Rifle Story from last week.

I don't usually acknowledge individuals in the newsletter because, you do one and everyone expects to see their name in print, but noted local historian and small arms expert Colin Stevens made a good catch last week. He acknowledged that the Ross Rifle story was a good one but was somewhat spoiled because the picture showed a soldier aiming a long Lee Enfield rather than a Ross rifle. Good one Colin.



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.



The Vancouver Artillery Association

Will be providing an update on the

15th Field Artillery Regiment History Project

A project leading up to the Regimental Centennial in 2020

Bessborough Armoury

Wednesday 16 August 2017

13:00 hours

Join us for lunch at 12:00 - Visit the Regimental Museum at 10:00

RSVP – leonj1@Hotmail.com



CANADA 150 TOUR of POINT ATKINSON LIGHT STATION

Lighthouse Park Preservation Society and West Vancouver Historical Society invite you to join a free guided tour of the light station grounds. Learn about the link between the lighthouse and Canada's confederation. Climb the steps to the base of the lighthouse (the tower will not be open). Enter the Fog Alarm museum to learn about its inner workings and the role of the lighthouse keeper. Sit inside the Power House to view a short slide show on the presence of the military during WWII.

For more information about the tour and to register please email pointatkinsonpals@gmail.com

TOUR DATES

Sunday May 14

Sunday June 18

Sunday July 23

Sunday August 13

Sunday Sept. 3

TOUR TIMES

1:00 pm & 3:00 pm

Registration required
Limit 20 per tour



COMMUNITY FOUNDATIONS OF CANADA
FONDTIONS COMMUNAUTAIRES DU CANADA
all for community. ensemble pour tous.



CANADA 150

Canada

4th Annual Korean War Veterans Day Ceremony



SPECIAL INVITATION

The Korean War Commemorative Alliance
cordially invites you to

The 4th annual Korean War Veterans Day Ceremony

To mark the 64th Anniversary of the Korean War Armistice

Thursday, July 27th, 2017

10:30am Wreath-laying Ceremony

**Location: "Ambassador of Peace" Korean War Memorial in
Burnaby's Central Park
(Boundary Road and East 46th Avenue)**

Light lunch provided by the Burnaby Firefighters following the ceremony

Kindly RSVP your attendance to reg-asst-martin@outlook.com

Office of the Honourable Senator Yonah Martin
Deputy Leader of the Opposition in the Senate
reg-asst-martin@outlook.com / 613-947-4078
<http://yonahmartin.sencanada.ca>

WO & Sgts ANNUAL MESS DINER

**The Regimental Sergeant-Major
Warrant Officers and Sergeants
of the 15th Field Artillery Regiment,
The Royal Regiment of Canadian Artillery**

*Cordially invite you
to their*

ANNUAL MESS DINNER

Saturday, 9th September 2017

Cocktails: 18:00 hrs Dinner: 19:00 hrs

To be held in the
**Warrant Officers' and Sergeants' Mess
Bessborough Armoury
2025 West 11th Avenue
Vancouver, BC**

RSVP required by 30st August 2017
to the Mess Treasurer, (*Sgt Cooley*)
2025 West 11th Ave,
Vancouver BC V6J 2C7
Email: james.cooley@forces.gc.ca
Telephone: 604-666-4331

Dress Mess Kit/Formal
Ticket price: \$60.00
Cheque payable to *15th Field
Warrant Officers' and
Sergeants' mess*. Pay at the
door or mail in payment

Okanagan Military Tattoo 2017 - Vernon 29-30 July 2017

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2017

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