



Van Arty Assoc and RUSI Van Members News Aug 26, 2014

Wednesday Lunches

The Mess dress requirements for Wednesday lunches is Business Casual. Business casual can best be described as our 'summer dress'. Minimum requirement is an open neck button up shirt with dress pants or slacks (no blue jeans, pls), Ladies is the equivalent. Of course we never discourage the wearing of jackets and ties. Guests are always welcome.

North Shore Memorial to Mark Loss of Two RCN Pilots

*A stone cairn honouring the memory of two Canadian navy pilots killed in a crash on the North Shore, will be unveiled on **Thursday, August 28, 2014** in Cypress Provincial Park. The ceremony will begin at 11:30 am.*

More than 50 years have passed since the Royal Canadian Navy T-33 jet trainer slammed into Mt. Strachan, near Hollyburn Ridge, killing both pilots. It went down on November 23rd 1963, one day after the assassination of U.S. President John F. Kennedy. The Navy pilots, Lt. Norman J. Ogden and Lt. Donald S. Clark, were both from Victoria. After the jet disappeared it took three days of searching to find the wreckage, parts of which still lie scattered across a wide area not far from the well-known Mt. Strachan hiking trail.

The unveiling of the cairn will be attended by family members of the two pilots and retired Navy officers. The ceremony will feature an Air Cadet Colour guard, the sounding of Last Post, the singing of O Canada and presentation of the Navy flag to the family. The Cypress Mountain memorial project was initiated by the **Air Force Officers' Association** and the **Battle of Britain Memorial Fund**, with generous support from the **RCAF 192nd Construction Engineering Flight**, **BC Veterans Commemoration Association** and the **management of Cypress Mountain**.

Access Directions:

- Park at Cypress Mountain parking lot.
- Walk to chairlift – take lift to top – walk downhill to cairn site.
- Wreckage area is short walk uphill from cairn.
- Plan to arrive at cairn no later than 11:00 AM.
- Appropriate footwear advised.

Manning the Guns of Ferguson Point

On 27 August 1939, in preparation of war, the Ferguson Point Gun Position in Stanley Park was officially occupied by personnel of 31 Battery from the 15th Coast Brigade of Artillery, the predecessor of today's 15th Field Artillery Regiment. To celebrate this event, the 15th Field

Artillery Regimental Society is holding a Sunset ceremony at Ferguson Point, followed by a dinner at the Teahouse, on September 26, 2014. [See article and Invitation at the end of newsletter.](#)

Canadian Rangers Issued Lee Enfield Rifles in Pristine Condition

DAVID PUGLIESE August 23, 2014

Like any true collector's item, the Cold War-era rifles still used today by the Canadian Rangers come in their original boxes, the Canadian Press's Steve Rennie reports.

Prime Minister Stephen Harper was assured in a newly released memo that the Lee Enfield weapons, which were purchased in 1947, are in mint condition. "While Rangers are given rifles in pristine condition (i.e. new from the box from special storage), Canada's stock is diminishing and a replacement needs to be identified within the next four to five years," says the memo, which was sent to Harper last October. The Canadian Press obtained the memo under the Access to Information Act.

The PM, who is on his annual tour of the North, is no stranger to the rifles. During last year's visit, Harper got down on the ground, sniper-style, and fired off a few shots during target practice with the Rangers. The Lee Enfield rifles are standard-issue weapons for the roughly 5,000 reservists scattered across 200 communities who comprise the Rangers. The weapons work well in the North because they don't freeze up or jam. But the military has for years been trying to replace them because there are so few manufacturers left who make spare parts for the rifles, first introduced to the British Army in 1895. Harper himself has acknowledged the weapons should be replaced. "I am told there is no difficulty in servicing the weapons at this time, but this is a concern and we believe it is time," he said a year ago in Hay River, N.W.T. "The Department of National Defence is in the process of scoping out the program for replacement and I expect that to happen over the next few years."

The replacement weapons probably won't be that much different from the 67-year-old Lee Enfields, says the memo to Harper. "It is important to note that despite the date of manufacture, rifle technology has not changed significantly over the past 60 years and the replacement rifle will likely be very similar to the Lee Enfield." The Prime Minister's Office has said the government plans to begin replacing the rifles in 2016. In 2011, Public Works put out a call to companies for specifications for 10,000 replacement rifles, but defence industry sources have said that the program has been held up over concern about who holds the design rights on certain weapons. The Canadian Forces did not immediately respond to questions about the rifles.

Report on Permanent Impairment Allowance and Supplement

Veterans Affairs Canada working with Veterans Ombudsman on improving benefits August 19, 2014 – Ottawa

The Honourable Julian Fantino, Minister of Veterans Affairs, today welcomed the report on the New Veterans Charter Permanent Impairment Allowance (PIA) and PIA Supplement from the

Office of the Veterans Ombudsman (OVO). Minister Fantino thanked Veterans Ombudsman Guy Parent for his work and for his commitment to helping Veterans.

This follows on a recently released report by the House of Commons Standing Committee on Veterans Affairs (ACVA). As requested by Minister Fantino, the Committee reviewed the New Veterans Charter late last year to identify any gaps that exist and to recommend improvements that could be made, focusing on the most seriously injured Veterans, the available support for families and the delivery of programs. The Government is currently examining the ACVA report that was received earlier this spring.

Quick Facts

- The Permanent Impairment Allowance (PIA) is a taxable, monthly benefit—payable for life.
- A Veteran may qualify if he or she has a severe and permanent impairment for which he or she has received a disability benefit and a VAC-approved application for rehabilitation services.
- The PIA benefit is for service-related injuries. PIA grade levels are based on the extent of the impairment. Generally, the greater the level of impairment, the greater the impact on employment potential and career advancement opportunities.
- As of March 31, 2014, out of the 1,647 Veterans who were in receipt of the Permanent Impairment Allowance, 1,320 Veterans (80%) were also deemed totally and permanently incapacitated and receive the Permanent Impairment Allowance Supplement in addition to the Permanent Impairment Allowance.

“I have asked officials at Veterans Affairs to ensure that they consider the recommendations found in the Veterans Ombudsman’s PIA report as well as consult his office in the development of solutions to improve the New Veterans Charter. This is consistent with our government’s efforts to build on our positive record, which saw unprecedented investments of \$5 billion since 2006, to enhance support, benefits and services to our Veterans and their families.”

60 Years After First Flight, C-130 Far Outlasts Expectations

BY WAYNE CRENSHAW August 22, 2014

WARNER ROBINS -- On Aug. 23, 1954, a plane took off from the Lockheed plant in Burbank, California, for a flight that would have great impact on the military and Middle Georgia. It was the first flight of the C-130 Hercules prototype. The bulky, propeller-driven aircraft looked behind its time in an era when sleek jet planes were the new thing in aviation. No one imagined the many uses and longevity the plane would have. Famed Lockheed designer Kelly Johnson was one skeptic. He predicted that only 100 C-130s would be built. As of this year, the total production number is about 2,500, according to Lockheed Martin. The company was Lockheed when the C-130 first flew and later merged with Martin.

The C-130 is still being produced today, as it has been from the start, at the company's plant in Marietta. The company says it has been continuously produced longer than any aircraft in military history. It is commonly referred to as the "workhorse" of the Air Force. Robins Air Force Base has been the caretaker of the US Air Force's C-130s since the first production plane was delivered in 1956. The base does modifications, overhaul maintenance and worldwide management on the many variations of the C-130. The 560th Aircraft Maintenance Squadron, which does the C-130 work, is the largest squadron at the base with 791 employees. Hundreds of other jobs, at least, can be attributed to the C-130 when counting various support personnel ranging from avionics technicians to security forces. "This workload is extremely important to Robins Air Force Base," said Jim Russell, director of the 560th. "We take our work very seriously. Our folks understand the importance of this aircraft." Although some older C-130s are being retired, for the foreseeable future the workload at Robins is expected to either stay the



same or grow, Russell said. Part of that is because it is the only plane maintained at Robins that is still in production, so as older planes are retired, there are new planes entering the inventory.

A C-130J -- the stretch model -- sits under a tent at the end of a shift where workers were repairing it.

BEAU CABELL

In Canada, Cascade Aerospace in Abbotsford is contracted by the Department of National Defence to repair and overhaul the Hercules aircraft heavy transport fleet. It also repairs commercial aircraft for firms such as Canjet, an IMP company. Unionized workers at Cascade Aerospace, who have been on strike since June, returned to work on Monday after voting to accept a new four-year contract that contains wage increases and improved job security clauses, among other things.

In the world of distributing military supplies and troops, the C-5 and C-17 are the big rigs that haul cargo from the U.S. to combat theaters. The C-130s are more like the UPS trucks, getting goods from the large bases to the troops in the field, as well as dropping troops close to the enemy. Its specialty, and one of the biggest reasons it has stuck around for so long, is its ability to land on remote, dirt airstrips with short landing and takeoff distances required. That remains a common occurrence, Russell said, and because of that the planes come in a good bit more rugged than the other planes maintained at Robins. But while hauling cargo and troops within the theater of operations is the primary purpose of the C-130, it has many more uses. One of the most notable is its role as a gunship. Designated the AC-130, those planes will circle over an enemy area and rain down fire from guns protruding out of the sides of the aircraft. The

effectiveness of that capability was well demonstrated in Vietnam, said William Head, the historian at Robins. He has written a book about the AC-130, called “Night Hunters.” The planes, he said, demonstrated that in the jet aircraft era, sometimes slower is better. That especially applies to the low-tech insurgency forces the U.S. has fought from Vietnam to Iraq and Afghanistan. “Air power tends to be focused on faster airplanes and more sophisticated airplanes, but a gunship is low and slow,” Head said. “When we got to Vietnam, it turned out to be perfect.”

The plane has far more distinctly different uses than that. A specialized firefighting system can be put on any C-130 to fight forest fires. Other variations can do aerial refueling, weather reconnaissance, search and rescue, and special operations. Another version has skis, so it can land on ice. Most recently, C-130s dropped supplies to Iraqis trapped on a mountain by brutal Islamic State militants. Lockheed Martin’s fact sheet on the plane states, “There is no aircraft in aviation history -- either developed or under development -- that can match the flexibility, versatility and relevance of the C-130 Hercules.” Head said he didn’t know if he could say it is the greatest military aircraft ever built. “I would put it in the top five,” he said. “Maybe the top three.” Lockheed test pilot Stanley Beltz was the pilot for the first flight of a C-130. About a year later, he died after crashing in the secret test flight of another aircraft.

Bunker Mentality: The Cold War Bunkers Still in Use

It is 50 years since the Cuban Missile Crisis and more than 20 years since the break-up of the Soviet Union marked the end of the Cold War. So, why are underground nuclear bunkers from that time still in use today? By Steven McKenzie BBC Scotland Highlands and Islands reporter

During the Cold War, the UK government ordered the construction of thousands of underground complexes. Almost 1,600 nuclear monitoring posts and 36 control posts for military and civil defence purposes were built across the UK between 1955 and 1965. In the 1980s, the government also funded a programme to create emergency centres that led to some local authorities building bunkers. Following the collapse of the Soviet Union, the majority of the monitoring posts were locked up. Today, some are museums, others vandalised and flooded ruins while many more have been filled in, or remain locked and untouched since the day they were abandoned.

However, more than 20 years on there are nuclear shelters that are still being actively put to uses by Scottish local authorities. Aberdeenshire Council has two, one below its Gordon House offices in Inverurie that was built in 1982 and another constructed in 1988 below Arduithie Road in Stonehaven. Dumfries and Galloway's bunker under Carruthers House in Dumfries dates from 1963 and Orkney Islands Council's was built in 1986 as part of an extension to existing offices. The old Stirling council built a civil defence centre under a social work building in Buchanan Street, Balfron, in the early 1960s. But Highland Council's bunker is the granddaddy of them all. The Raigmore bunker, in Inverness, started life in 1941 as part of a secret RAF radar station. During World War II, it was what was known as a filter block where air force personnel processed information gathered by radar stations strung along the Scottish coast. The

council structures share similar features and designs - reinforced concrete, steel blast doors, decontamination chambers, communication rooms, dormitories and generators to provide electricity. But they have been put to different uses.



Inside Highland Council's Raigmore bunker in Inverness

Aberdeenshire's Stonehaven bunker is now storage space, while the one under Gordon House is used by working groups and for committee meetings. The thick blast doors on the entrance to the Inverurie

complex were permanently fixed in an open position in 1992, a clear sign at the time of the relaxation in tensions between the East and West. Orkney Islands Council also uses its bunker as a meeting room and has kitted it out with video conferencing equipment. Both Highland and Dumfries and Galloway run their subterranean complexes as emergency centres. Council and emergency services officers met at the Dumfries bunker during the 1988 Lockerbie disaster. It was also used during 2001's foot and mouth crisis and for contingency planning when severe winter weather hit in 2010 and 2011. Highland Council's Raigmore facility is where the local authority, police, fire, ambulance service, coastguard and the military can come together to coordinate responses to disasters. In recent times, personnel met at the bunker when flash flooding struck Inverness in 2002, also after a freighter carrying 84 tonnes of diesel and 3,300 of zinc concentrate ran aground on the Summer Isles in 2003 and in 2010 after a container holding detonators exploded in Inverness.

Andrew Denovan, an emergency planning officer at Highland Council, said the bunker, which today is surrounded by housing developments, remained an asset in modern times. He said: "The bunker - as an ex-Cold War facility - lends itself very well to being the council's emergency centre in the 21st Century. "For a start, and with business continuity in mind, it is important that the council's emergency centre is not co-located with the main council offices, for if an incident were to affect these buildings it would also make any emergency centre situated there unusable. "Located on the other side of Inverness, on land that cannot flood, and with easy access from both the A9 and A96, the bunker provides the council with resilient, alternative accommodation." The Raigmore bunker has 60 rooms, generators if there is a power cut and its own radio mast. If digital communications are disrupted, the site can switch to analogue technology with assistance from the Radio Amateurs' Emergency Network. Mr Denovan added: "It is discreet and yet well-known by those need to attend it. "Although there is no reason to keep the bunker secret today, it is very well hidden by the trees that surround it."

New Websites to Help Families Find Graves of First World War Dead

Commonwealth War Graves Commission puts 300,000 original documents online for public viewing for the first time 8 July 2014



Gravestones of soldiers killed in the Battle of the Somme at the Pozieres memorial in northern France.

Photograph: Scott Barbour/Getty Images

Moves to make it easier for families to find relatives killed in the [first world war](#), including the release of 300,000 original documents, were revealed by the Commonwealth War Graves

Commission (CWGC) on recently. To mark the centenary of the war, the commission has launched two websites and placed the documents online for public viewing for the first time, The documents include details of personal headstone inscriptions, date of death, rank, and regiment. Some will give details of the journey of the deceased to their final resting place. They can be seen on the [CWGC website](#). The commission's new [Discover 14-18 microsite](#) is designed to enable the public to visit the memorial sites more easily. The site will also feature a timeline and calendar of events and major battles of the first world war. The commission is responsible for marking and caring for more than 1.7m war graves. It operates in over 23,000 locations in 153 countries across all continents except for Antarctica.

RUSI Membership cards

We have received several queries from members asking why they haven't received new membership cards for 2014. We extend our apologies to our members.

With the illness, then passing of Keith we instituted several changes. We elected a new Treasurer (Send Raun) then moved our bank from HSBC to the local Vancity Branch - a long and complex process. We spent some time getting all our files, membership cards, etc, from Keith's estate and issuing of membership cards got pushed down the list. We are also in the process of redesigning the cards and the proposal will go to the committee in Sept. We probably won't issue new cards to members until 2015.

Who is it? **Last Week:** We had a few replies on this picture and everyone identified this



as 68Bty personnel in Russia at the end of WW1. Most identified the gun as the French 75. Well, it is and it isn't. The US Army adopted the French 75 mm field gun during World War I and used it extensively in battle. The US designation of the basic weapon was **75-mm Gun M1897**. There were 480 American 75 mm field gun batteries (over 1,900 guns) on the battlefields of France in November 1918. Manufacture of the French 75 by American industry

began in the spring of 1918 and quickly built up to an accelerated pace.^[12] Carriages were built by Willys-Overland, the hydro-pneumatic recuperators by Singer Manufacturing and Rock Island Arsenal, the cannon itself by Symington-Anderson and Wisconsin Gun Company. American industry built 1,050 French 75s during World War I, but only 143 had been shipped to France by 11 November 1918; most American batteries used French-built 75s in action. They also equipped all troops going to Russia with their equipment so 68 Bty went into action with these guns. The gun shown is a M1897A4 model.

This Week: We continue to go back in time to a period beyond the memories of most, if not all, of our readers. Unlike last week's photo, this one is of the period between the wars, when, at first, peace was thought to be permanent, only to have these hopes dashed later by the rise of fascism.



These soldiers are all wearing very well-tailored service dress, with the corporal in the middle displaying an amazing array of ribbons, four and a half rows to be exact! I say "corporal" hesitantly because the cap badge is not that of the artillery, but the collar dog seems to be a grenade. So, dear reader, what unit is this? Who are these stalwart soldiers of the king-emperor, and where was this photo taken. I'll let you

in on a secret; I already know some of the answers. This quiz is one to test your deepest military knowledge. As always, you can send your erudite answers to me, John Redmond (johnd.redmond@telus.net), or the hard-working editor.

If anyone wants a copy of this picture to view it more closely, email bob.mugford@shaw.ca

From the 'Punitary'

Sir Cumference was the fattest knight at King Arthur's round table. He acquired his large size from too much pi.

Murphy's other Laws

New equipment will break down as soon as the old equipment it replaced is returned to stores. (and, of course, stores will not issue equipment deemed obsolete.)

Quotable Quotes

All successful people men and women are big dreamers. They imagine what their future could be, ideal in every respect, and then they work every day toward their distant vision, that goal or purpose. - *Brian Tracy*

Manning the Guns of Ferguson Point



Colonel
R Grant Smith OstJ, CD

*Honorary Colonel
and Director of the
15th Field Artillery Regimental Society*



*Requests the Pleasure of the Company of
You and Your Guest*

at a dinner celebrating

The Guns of Ferguson Point

FEATURING

*A Sunset Ceremony by
The Band of the 15th Field Artillery Regiment, RCA*

and

*A Salute Fired by the Guns of the
15th Field Artillery Regiment, RCA*

to be held on

September 26, 2014

at the

*Tea House at Ferguson Point
Stanley Park, Vancouver, BC*

*Dress:
Mess Kit, Formal or
Business Dress
Sunset Ceremony: 1830hrs
Dinner: 1930hrs
Tariff: \$100pp*

*RSVP with payment to:
Mr Bernard Rowe
15 Fd Regimental Society
2025 West 11th Avenue
Vancouver, BC V6J 2C7*

Cheques Payable to: 15th Field Regimental Society

The Guns of Ferguson Point

Major[r] Peter Moogk CD, PhD Museum Curator 15th Field Artillery Regiment, RCA

The Stanley Park Battery was the first of Vancouver's Second World War coastal batteries. Although the peninsula had been reserved for the defence of the First Narrows and Burrard Inlet in the nineteenth century, this federally-owned land had been leased to the city for a nominal sum since 1887. Most people knew it only as a public park. In 1914 the point of land near Siwash Rock had been occupied by a temporary gun battery when an attack by Germany's East Asia naval squadron was considered likely. In the Second World War the Japanese navy was regarded as the greatest threat. A concrete, two-gun battery emplacement with supporting structures on Ferguson Point was planned in February 1938, after Parliament approved the establishment of permanent coast defences in early 1937. Vancouver's role as Canada's principal Pacific Coast port and as the transcontinental railway's terminus justified this extra protection from hostile warships.

The Town Planning Commission, however, did not approve of the use of Ferguson Point for the battery, calling it "a favourite beauty spot in the park." *The Vancouver Sun* joined the opposition and stated that the gun battery could become "a permanent blot on the scenic beauty of the area." However, the Parks Board had consented to the new construction, the land really was federal government property and the battery was deemed "essential" for strategic reasons, construction work there began in mid-February, 1938. Vancouver's fixed, coastal defences were to be manned by the 15th Coast Brigade of Artillery, a local militia Regiment. In anticipation of war, the Brigade's 31 Battery occupied the site on 27 August, 1939. The Fire Commander's Orders of October 1942 stated that the Stanley Park Battery was to guard "English Bay and the First Narrows entrance to Burrard Inlet", and also to act as a detaining battery for ships awaiting inspection and clearance before entering the Port of Vancouver. Like the smaller Battery on the north side of the First Narrows, the Stanley Park Battery was authorized to fire on ships that refused to submit to inspection and which sailed on into the port without stopping. An examination vessel [X-Vic] was stationed two kilometres west of Ferguson Point to inspect incoming ships. After Point Atkinson's signal station had identified arriving vessels, they proceeded to the X-Vic to be cleared for entry into the port. Large ships flew recognition signals that identified them as friendly.

The Stanley Park Battery originally consisted of two breech-loading, 6-inch calibre guns on circular, pedestal mounts. The gun emplacements were placed in from the edge of the cliff. Ammunition was stored in an underground magazine behind the guns. A concrete, three-storey, battery observation post [BOP] directed their fire. A soldiers' camp occupied the present Third Beach parking lot. All the buildings and emplacements were camouflaged; even an evergreen tree was painted on the BOP's front. Personnel in the BOP directed the guns and co-ordinated the two 5-foot diameter, searchlights, placed close to the water. They illuminated English Bay at night. These searchlights were maintained and operated by 3 Battery, 1st Searchlight Regiment RCA.

With the destruction of most of Japan's major warships in 1942-43, the prospect of a seaborne attack on Vancouver diminished. Japanese submarines still torpedoed ships and shelled sites along the West Coast. Vancouver's defences were gradually reduced to maintenance status in 1944. Stanley Park's guns and most of the wooden buildings were removed in September 1945. The Vancouver District's army commander, however, continued to occupy the former officers' mess as his home. The Vancouver Parks Board demanded Ferguson Point's complete restoration to parkland. In April 1948 the board won this battle and the gun emplacements were levelled and buried. The BOP was finally demolished in the 60s. The searchlight position at Siwash Rock became the base for a viewing platform. On Ferguson Point, only the old officers' mess survives as a part of today's *Teahouse in Stanley Park*.



BATTLEFIELD TOUR OPPORTUNITY 75th ANNIVERSARY OF THE MANNING OF THE GUNS AT YORKE ISLAND 12-14 SEPTEMBER 2014

Here is your opportunity to join the Officers & Gunners of 15 FD RCA as they return to commemorate the manning of the guns at Yorke Island in August 1939. Departure of the tour will be from the Bessborough Armoury at 6 PM on Friday, 12 September 2014, with transportation to Yorke Island on the morning of the 13th to attend a dedication ceremony at the gun position, BBQ lunch, tour of the island, and a reception in the evening at the Village of Sayward Royal Canadian Legion. After an overnight stay at Sayward, the tour will return by ferry to the armoury on the afternoon of 14 September 2014.

There will be options for those who wish to stay overnight with the troops on Yorke Island, with the remainder being quartered in Cabins at a nearby resort.

Space still available. Email bob.mugford@shaw.ca for a tour application form and detail