

## Van Arty Assoc and RUSI Van Members News May 27, 2014

### Wednesday Lunches

The Mess has downgraded the dress requirements for Wednesday lunches to 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). Of course we never discourage the wearing of jackets and ties.

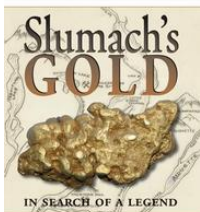
Just a reminder to attendees:- remember to deposit your lunch tickets in the receptacle when you pick up your soup/salad. More importantly, if you bring guests please make sure they turn in their tickets. At the moment we are missing tickets 10 & 13 - please check your pockets and with any lunch guests you brought in the last couple of weeks.

### **NOABC Lunch and speaker - Wednesday May 28 - David Longdale**

David Longdale, Eur Ing, CEng (UK), FIMarEST, MSNAME, is an active member of NOABC and a former officer of HMCS Discovery. He has been President of Martec Marine Services, Inc. Vancouver, Canada since 1983. Over the last 30 years he has provided senior management services to Shipbuilders and Naval Architects in the design and construction of a wide range of vessels including Research, Offshore Patrol, Multi-Purpose Offshore, Icebreakers and Naval vessels in the USA, Canada, South America and Asia.

Dave worked with Peter van Diepen, the Principal of Naviform Design and Research in the preparation of a technical paper on the issue of "New developments in monohull wave Piercing bow technology for Naval (OPV, Corvette) and commercial vessels". This paper focuses on the 14 years of research and testing by Naviform, Vancouver to reduce motion and slamming, and to make improvements in the stability and operational envelope in Sea States 4 to 6. David will present this paper at the International Naval Engineers Conference in Amsterdam on May 22nd. After the lunch Dave will give an illustrated overview of this leading edge technology.

**Lost gold mine of Pitt Lake. June 11<sup>th</sup>** The book *Slumach's Gold* chronicles what is possibly Canada's greatest lost-mine story. It searches out the truth behind a Salish man's hanging for murder in 1891 and tracks the intriguing legend about him that grew after his death. It was a legend that turned into a drama of international fascination when Slumach—the hanged criminal—was mysteriously linked to gold nuggets "the size of walnuts." The stories claimed that Slumach had placed a curse on a hidden mother lode to protect it from interlopers and trespassers just before he plunged to his death "at the wrong end of a five-strand rope." Although many have attempted to find Slumach's gold over the past 100 years, following tantalizing clues that are part of the legend itself, none have succeeded—or



have they? Brian Antonson will tell all at this presentation which will start after lunch (at 1330hrs) on June 11<sup>th</sup>

### **British Arctic Star Medals Presented to Second World War Veterans**

*The Arctic Star medal recognizes Allied Veterans serving in the Arctic during the Second World War. May 22, 2014 – Victoria, BC – Veterans Affairs Canada*

The Honourable Julian Fantino, Minister of Veterans Affairs, today presented the first British Arctic Star medals to Canadian Armed Forces Veterans Norman George Alex Anderson, Edward Earl Dallin, Roland Jacques Lavallee, and James S Russell at a ceremony in Victoria, British Columbia.



The Arctic Star, a military honour unveiled by the Government of the United Kingdom in 2012, is granted for operational service of any length north of the Arctic Circle from September 3, 1939, to May 8, 1945. It is available to all Commonwealth Forces, including members of the Canadian Armed Forces and Merchant Navy. The Government of Canada recently accepted the addition of the British Arctic Star to the Canadian Order of Precedence.

Many Canadians served on Allied convoys as they sailed across the Arctic Ocean during the Second World War to deliver vital supplies to the Soviet Union. Commonly known as the Murmansk Run, ships departed from North American ports and sailed to the northern Soviet Union in an effort to assist them in their fight against Germany. The mission is renowned for the brutal conditions and heavy casualties endured by the troops who served.

### **Quick Facts**

- The Arctic Star commemorates and recognizes the particular severity of the conditions experienced by those who served in the Arctic during the Second World War.
- Eligible Veterans and next-of-kin can now apply for the Arctic Star.
- To receive a copy of the application form or more information on the Arctic Star, contact Veterans Affairs Canada by calling, toll free, **1-866-522-2122**, or by sending an e-mail to [awards-citations@vac-acc.gc.ca](mailto:awards-citations@vac-acc.gc.ca) or visiting [veterans.gc.ca](http://veterans.gc.ca).

### **Morale: Not Dangerous Enough**

From <http://www.strategypage.com/> May 20, 2014

Britain finds itself with a morale problem when the leaders of Royal Marines recently decided that their marines could not wear a NATO medal recognizing their service in the Somali Anti-Piracy Patrol. The ban was imposed because that service was not considered dangerous enough. Several hundred Royal Marines participated and, along with some members of the SBS (British

SEALs) served as boarding parties to check out suspicious ships, especially smaller ones the pirates liked to use as mother ships. No marines were injured during their service off Somalia, but that in large part was because they look very professional as they approach suspicious ships and if the pirates know of the reputation of the Royal Marines that encourages them to quickly dump their weapons overboard and put their hands up. The British marines involved know that other nations let their troops wear the NATO medal. The Royal Marine leadership would not be moved and their marines had to remove the NATO medal from their uniforms.

Deciding what is required for the award of combat medals is an old problem. Britain has always been more parsimonious in handing out these awards. So is the U.S. Marine Corps, but the U.S. Army is another matter. In 2010 the army revealed that so far some 857,000 medals had been awarded to the 1.2 million soldiers who have served in Iraq and Afghanistan. That's 48 percent as many medals awarded during World War II, when six times as many soldiers served overseas. It's also 30 percent of those awarded during Vietnam, where 25 percent more soldiers served. This odd pattern is the result of the excessive number of medals given out during the Vietnam War.

The Vietnam medal abuse was not forgotten. In 2005 American troops began grumbling about what was perceived as disrespectful use of Bronze Star medals as "attaboy" awards for officers and senior NCOs who served in Iraq and Afghanistan, or for lower ranking personnel you want to pin a medal on for no good reason (like giving an IED victim, who was just in the wrong place at the wrong time, something in addition to a Purple Heart). This inflation tends to be less with the higher awards, especially the Medal of Honor, as events leading to receiving these are extensively investigated, and often publicized.

This awards inflation was a very unpopular aspect of the Vietnam War and became a major embarrassment after the 1983 Grenada invasion (where the army tried to award more medals than there were troops involved, but the public caught wind of it and forced the brass to back off.) It was feared that another such scandal appears to be brewing. Compared to World War II, that is what is happening. The only good news is that it is not as bad as it was during Vietnam.

In the American military, awards for valor go from the Bronze Star (which can also be awarded for non-combat accomplishment), the Silver Star, the Distinguished Service Cross and the Medal of Honor. There are also several lesser awards for non-combat service, plus the Purple Heart for those wounded or killed in combat. You can get a sense of the different attitudes towards such awards in Britain and the U.S. if you consider the number of top medals given out. The Victoria Cross was first awarded in 1856 (during the reign of Queen Victoria). The American equivalent is the Medal of Honor. Thru 2010 3,471 Medals of Honor had been awarded, compared to 1,356 Victoria Crosses. The Medal of Honor was first awarded in 1863, during the Civil War (1861-5), and throughout the 19th century was the only award for bravery.

But in the early 20th century, the United States created lesser awards (Bronze Star, Silver Star, and Distinguished Service Cross), making Medal of Honor awards much less common. At that point, the Medal of Honor assumed a similar prominence that the Victoria Cross had always had.

# **General Dynamics Outlines Its CANSEC 2014 Products**

*May 26, 2014 / David Pugliese*

OTTAWA, Ontario – General Dynamics will showcase products and capabilities responsive to Canada’s national security and defence communities at CANSEC 2014, May 28-29, at the Ernst & Young Centre in Ottawa. With key industrial capability in C4ISR, armoured vehicles and ammunition, General Dynamics is a leading provider of critical defence capabilities to Canada and is committed to driving economic benefit to the country through collaboration with local enterprise.

Visit General Dynamics at CANSEC at the following locations

- Booth #1301 and #2100: General Dynamics Land Systems – Canada
- Booth #1501: General Dynamics Ordnance and Tactical Systems – Canada
- Booth #1601: General Dynamics Canada / General Dynamics C4 Systems

General Dynamics Canada will feature Canadian solutions and technologies being offered to Canada on current and upcoming programs. The company will showcase information on an undersea warfare innovation and collaboration centre to be opened later this year in Halifax, Nova Scotia. This initiative supports the company’s ongoing work on the sonar systems for the Halifax class frigates as well as the Maritime Helicopter Project and the Aurora Incremental Modernization Program.

In collaboration with Colt Canada, General Dynamics Canada will feature the Soldier Weapon & Observer Reconnaissance Devices (SWORD) system, integrating weapon-mounted surveillance and targeting devices with ruggedized smartphone technology, bringing critical situational-awareness information directly to the soldier via their weapon.

As a key team member in Team Spartan’s pursuit of Canada’s Fixed Wing Search and Rescue (FWSAR) replacement program, General Dynamics Canada will feature information on the C-27J solution that meets the demands of the country’s incredibly large area of SAR responsibility with a single aircraft fleet.

Finally, the company will showcase its core-to-edge capabilities suited to military, first responder and industrial operations in harsh environments. On display will be ruggedized platform products and software applications related to command and control, decision support and advanced cyber-defence as well as future concept LTE capability.

Featured products from General Dynamics C4 Systems include:

- TACLANE-MultiBook, a secure laptop is the only ‘all in one’ solution for mobile classified computing
- TACLANE-10G (KG-175X) Next generation high-speed encryptor expands throughput performance to 10 Gb/s with optional cyber defense and Agile-VLAN-capable features (has been submitted to NSA for certification)
- TACLANE-1G (KG-175G) Encryptor a low profile, ruggedized, 1Gb/s network encryptor certified to protect information classified Top Secret SCI and below

- Sectéra® vIPer™ Universal Secure Phone, a desktop phone that switches easily between secure and non-secure calls using Voice over IP (VoIP) and analog networks
- Air Traffic Control CM400/450 radios are designed for managing pilot-to-ground communications at regional air traffic control centers, commercial airports, military installations and training ranges.

General Dynamics Land Systems – Canada will showcase the new LAV 6.0, in service with the Canadian Army. Located in the indoor exhibit, the LAV 6.0 features the latest technology enhancements in survivability, mobility and lethality. The outdoor exhibit will feature the Ocelot Tactical Vehicle which offers unprecedented multi-role flexibility and a V-hull for blast protection. Also on display in the outdoor exhibit is the Bronco 2 Marginal Terrain Vehicle, also known as the British Army’s Warthog. The combat-proven Bronco 2 is designed for mission modularity to offer a full spectrum of capabilities.

General Dynamics Ordnance and Tactical Systems – Canada will showcase a variety of small-, medium- and large-caliber ammunition from 5.56mm to 155mm artillery projectiles. Its Simunition FX training will be highlighted, a non-lethal training product including FX® Marking cartridges, conversion kits and protective equipment for use in force-on-force training.

## **The Canadians And Brits (Not Americans) Behind The Great Escape**

DAVID PUGLIESE Published on: May 25, 2014 *By Joanna Calder with files from Sara Keddy*

You may have heard of the Great Escape. You may have seen the 1963 Hollywood movie starring Steve McQueen as a United States Air Force officer named Virgil Hilts – the “Cooler King” and, if you’ve seen the movie, you may think that the story is a British and American story. But it’s not. It’s a British and Canadian story. There were no Americans in the North Compound at Stalag Luft III near Sagan (now Zagan), Poland, when the mass breakout occurred. Rather, most of the officers in the compound were members of the Royal Air Force (RAF), Royal Canadian Air Force (RCAF), Royal Australian Air Force (RAAF), Royal New Zealand Air Force (RNZAF) and the South African Air Force (SAAF). Others hailed from nations such as Greece, Norway, the Netherlands, Czechoslovakia, Greece, Lithuania, Poland, Belgium and France.

On the night of March 24-25, 1944, 76 men managed to get outside the wire through a tunnel code-named “Harry”. In the aftermath of the Great Escape, 50 of the escapers were covertly and illegally murdered by the Gestapo acting on a direct order from Hitler. Six of the dead were Canadians. Only three escapers made a “home run” – getting away and returning to their home countries; the remainder were returned to the prison camp. And that’s why the commander of the RCAF, Lieutenant-General Yvan Blondin, and other Canadians were at the site of Stalag Luft III on March 24, along with representatives of other allied nations, to mark the 70th anniversary of The Great Escape. Lieutenant-General Blondin spoke to the assembled group and laid a wreath at the spot where “Harry” opened to the surface of the ground outside the wire at Stalag Luft III.

Others who participated in the ceremony included Group Captain David Houghton, RAF, British defence attaché; Major-General Jan Sliwka, head of the Polish Air Force Inspectorate; Air Commodore (retired) Charles Clarke, president of the RAF Prisoners of War Association; Mr. Daniel Marchewka, mayor of Zagan; Mr. Robin Barnett, British ambassador to Poland; and Air Vice-Marshal Stuart Atha, air officer commanding 1 Group, RAF. Military representatives from Canada, the Czech Republic, Greece, New Zealand, Lithuania, South Africa, Great Britain, France, Slovakia, Australia, Norway and Belgium read out the names of the dead. Several other Canadians also attended the ceremony, including members of the families of Flight Lieutenant Keith Ogilvie and Flying Officer Gordon Kidder, both of the RCAF. Flight Lieutenant Ogilvie escaped from Stalag Luft III but was recaptured and went on to serve in the RCAF for 18 years after the war. Flying Officer Kidder was recaptured and was one of the 50 Allied airmen murdered by the Gestapo.

Lieutenant-Colonel Mike Adamson and Chief Warrant Officer Mario Roussel from 405 Long Range Patrol Squadron – “Pathfinders” – located at 14 Wing Greenwood, Nova Scotia, were part of the RCAF contingent. They honoured the daring, the bravery and the execution of one of their own: Flight Lieutenant James Chrystall “Jerry” Wernham of 405 Squadron, RCAF. “They took it seriously, their responsibility to escape,” explained Lieutenant-Colonel Adamson. “People had tried, in ones and twos, but it was the audacity of this effort: two years of tunnel digging, getting rid of dirt, making air pumps – it was a testament to their ingenuity. “They expected to get caught, but the goal was to get as many people as possible after them. It’s estimated one million people were diverted from the German war effort to find them, so they had an effect.”

The idea to build tunnels to break out of Stalag Luft III was conceived by RAF Squadron Leader Roger Bushell in the spring of 1943. One of his most important co-conspirators was RCAF Flying Officer Wally Floody from Chatham, Ontario, who has become known as the architect of the Great Escape. Flying Officer Floody worked in the mining industry at Kirkland Lake, Ontario, which gave him the expertise he needed in the prison camp to survey, design and engineer the tunnels. According to his obituary, his role in the project was so highly valued that the camp’s leaders forbade him to join an earlier escape attempt with a delousing party. “We need you for the tunnels,” he was told. Shortly before the breakout, he was moved to a nearby camp – Beria – along with several other key figures on the escape committee, including Squadron Leader Bushell. The German guards had become suspicious, but they didn’t find “Harry”. Flight Lieutenant Floody thus survived the war; he gave evidence at the Nuremberg Trials, founded the Royal Canadian Air Force Prisoners of War Association and later became an advisor on the film set of “The Great Escape”. King George VI also made him an officer of the Order of the British Empire for his “courage and devotion to duty”. Dozens of men laboured to build three escape tunnels. The work was dangerous and difficult, and the structures were extremely complex with sophisticated electrical and ventilation systems. The prisoners became experts at scrounging and re-using materials – for instance, powdered milk cans were turned into ventilation shafts. Others forged false identity papers and tailored uniforms and blankets into civilian clothing. Some subverted German guards, and thus obtained illegal materials. Others stood watch as the work went on, and more were “penguins” – distributing excavated



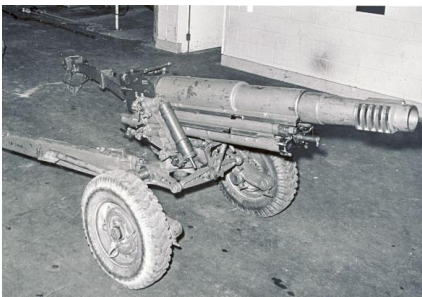
sand throughout the camp using special bags hidden inside their trousers that could be opened with drawstrings to let the sand trickle out.

One of the tunnels, “Dick”, was deemed unsafe and abandoned. The tunnel code-named “Tom” was discovered by camp guards in September 1943. All work then focussed on completing Harry, which was planned to end in the woods outside the camp wire. But the tunnel entrance fell slightly short of the woods and the escapers were discovered after only 76 of the designated 200 men got out. After the discovery of Harry and the murder of 50 of the escapers, the prisoners in Stalag Luft III started digging again. The fourth tunnel, “George”, had a different purpose. The prisoners were afraid that if the prisoner of war camp was overrun by Soviet forces, either German guards or Soviet soldiers would “take out their frustrations on the kriegies [prisoners],” according to author Ted Barris. “We decided to use ‘George’ to store [weapons and equipment]. The tunnel was considered to be our after-Soviet occupation outlet, our last survival exit,” he quotes Flying Officer George Sweanor as saying. George was never used as the Germans evacuated the camp in advance of the Soviet forces, sending the prisoners on the brutal and deadly “Long March” before rehousing them in other camps. In 2011, archaeologists excavated George, finding artefacts such as a prisoner-built radio and lamp, trenching tools and an intact ventilation shaft made of powdered milk cans. “In 32 years of service, [being at the commemoration ceremony at Stalag Luft III] was the cherry on top for me; who doesn’t know about ‘The Great Escape?’” said Chief Warrant Officer Roussel. “The honour and the privilege of being there to witness this anniversary – you’re standing there in the rain, the cold and the train whistle sounding as it goes by during the ceremony. That’s all the same as it was 70 years ago.

“It is almost surreal. You don’t realize you’re there until you breathe the same air and walk the same ground. It was very humbling to be there.”

## **Who is it?**

**Last Edition.** From Joe, our Gunner expert: This particular L5 looks to be an early model. With only a 5 baffle muzzle brake. This restricted the gun to CHG 6. Later versions had 6 baffles enabling it to fire CHG 7, but only with all three extensions of the trails. The one shown here does not have the centre section attached, which is normal if only firing CHG's 1-6. I would say this picture is in the Z lines in Petawawa. I recall watching the last jump that E Bty (Para) did in Petawawa on DZ Anzio. One of the gun’s two chutes failed and it hammered in muzzle first. Spectacular show.



**This Week** Well, big, bad John has swanned off to the east coast and is unable to send me an item for this week. So, I’m going to put in this curiosity. It was sent to Bob Spring by Denny May (son of Wop). I circulated it to our circle of air types and got several replies – the best from Robin Mackie.



Yes. As a matter of record I have travelled as a passenger in her from Edmonton to Cold Lake

Pinocchio was an RCAF/Canadian Forces Dakota that, for a period of time, was used as a navigation trainer for novice CF104 Starfighter pilots in 417 Sqn, hence the Starfighter nose section and the resultant nickname of Pinocchio. The aircraft now sits in front of the 4 Wing Mess hall in an unfortunate state of disrepair.

Pinocchio was enlisted in the RCAF in 1944 as EN 979; however, it was not until 1962 that she was modified, along with two other Dakotas, and received her distinctive CF-104 Starfighter nose. The nose cone contained a radar operated by a console in the passenger cabin and was used to introduce abinitio Starfighter pilots to radar navigation. After modification, Pinocchio flew with 3 Wing in Grostenquin, France, and later with 109 KU Flight in Marville, France.

In 1967, she returned to Cold Lake where she flew to Edmonton and back every Tuesday and Thursday, offering a taxi service well patronized by CF members and their dependants. When the Starfighter pilot training ended, efforts to remove her nose cone were successfully stifled by those who had flown and worked with her.

Pinocchio was sent for her last three years to fly in Winnipeg until the nine remaining Daks were retired. For quite some time she enjoyed the distinction of being the oldest airframe in the inventory, and will probably remain the most venerable and unique aircraft in the history of the Royal Canadian Air Force and Canadian Armed Forces."

### **From the 'Punitary'**

A successful diet is a matter of mind over platter.

### **Murphy's other Laws**

When a big mistake is made, whatever hits the fan will not be evenly distributed.

### **Quotable Quotes**

Success is not final, failure is not fatal: it is the courage to continue that counts. - *Winston Churchill*



## **Battlefield Tour Opportunity 12-14 September 2014**

75<sup>th</sup> Anniversary of Manning of the Guns at Yorke Island.

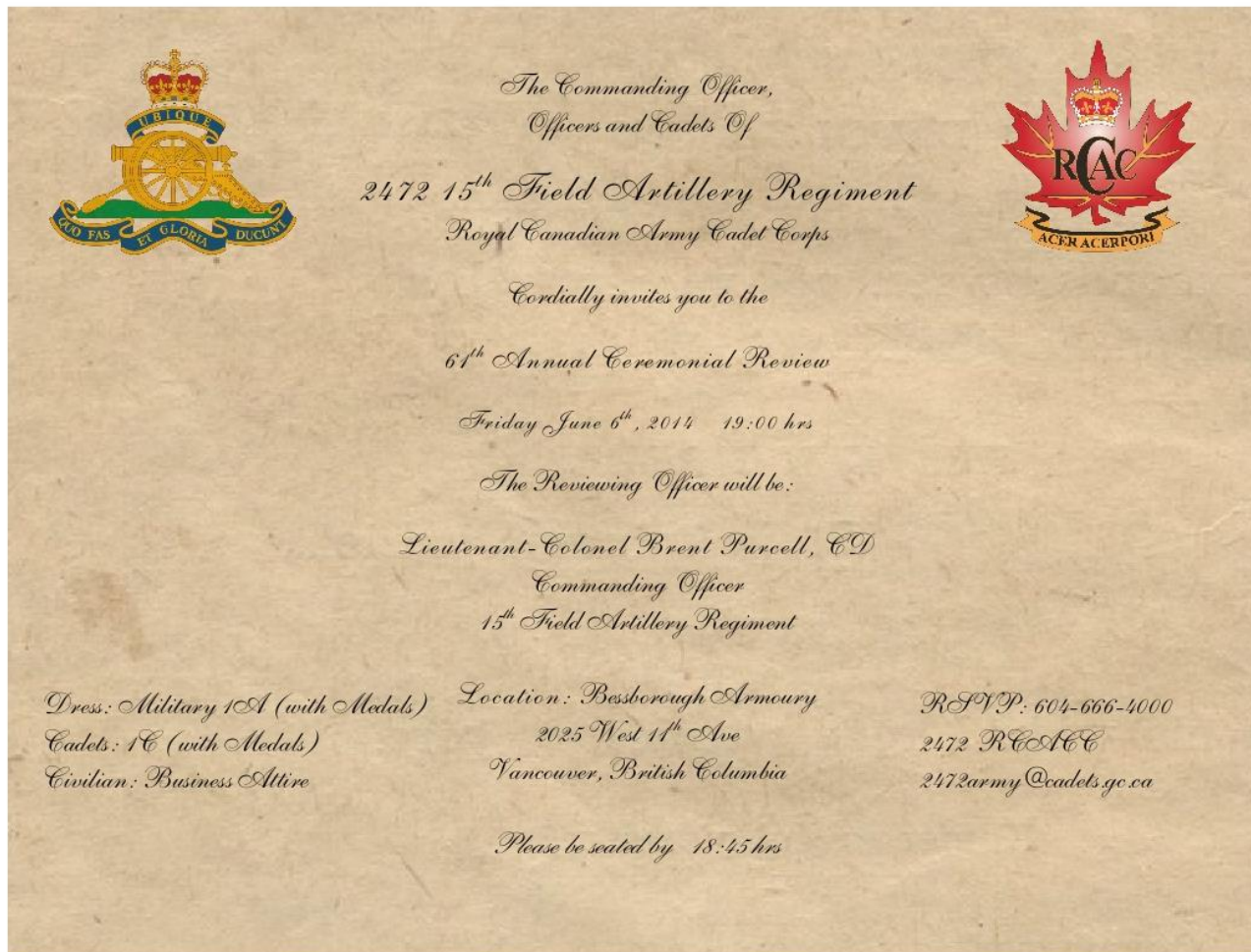
Here is your opportunity to join the Officers & Gunners of 15 FD RCA as they return to commemorate the manning of the guns at Yorke Island in August 1939.

Departure of the tour will be from the Bessborough Armoury at 6 PM on Friday, 13 September 2014, with transportation to Yorke Island on the morning of the 14<sup>th</sup> 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.

There are a few opening left for this trip. Interested parties can email me for a tour application form.

## **15 Field Cadet Corps Annual Review Parade – June 6<sup>th</sup>**





# Vancouver Airline & Aviation Collectibles Show

**The place to Buy, Sell & Trade!**



## Vancouver Aviation Show 2014

Show website: [www.VancouverAviationShow.com](http://www.VancouverAviationShow.com)

Saturday October 18, 2014

Hours 10:00am- 5:00pm / Richmond Rod & Gun Club Auditorium

7891 Cambie Rd. (Cambie & River Road, Richmond)

\$4 admission / Tables \$45 + PST/GST

Models, Books, Slides, Postcards & Other Collectibles

[Book your table now!](#)

### Richmond Rod & Gun Club auditorium



auditorium.

We have finally confirmed the date and venue for this year's show. Unfortunately the folks at Oakridge Mall were not willing to provide their auditorium. So we had to find a new place. The new location is the Richmond Rod and Gun Club



The Richmond Rod & Gun Club auditorium is located 50 yards west of the Aberdeen Station in Richmond on Cambie Road (at River Road), close to all amenities, food, the airport, and there is plenty of free on site parking and street parking.



To book your table for this year's show visit the [website](#), complete the [table registration form](#) and mail it in along with your check. We also now accept payment in bitcoin as shown on the [website](#).



Please visit the show's [facebook page](#) for news and updates. You can [LIKE](#) the page and indicate if you will be attending the show.

**SLIDE SHOW:** If there is enough interest, this year we plan to have a Saturday evening slide show and pizza night, after the show end. Tickets will cost \$7 to cover the cost of pizza and drinks, we'll be selling tickets at the show, or you can pre-pay your tickets with your table rental. The slide show will run fro 7 pm until 10 pm.

We always enjoy hearing from our show attendees, and look forward to hearing from you!

If you have a question ... please contact me any time.

Henry Tenby, organizer  
[www.VancouverAviationShow.com](http://www.VancouverAviationShow.com)



*Henry Tenby*



## Canada's D-Day Tribute Campaign

JUNO  
BEACH  
CENTRE®

On June 6, 1944, D-Day, **359 Canadians** were killed in action on the beaches of Normandy.



70 years later, the Juno Beach Centre commemorates their sacrifice by installing **359 Tribute Markers** – one for each fallen soldier – on Juno Beach.

These men came from communities across Canada. Honour a soldier and show your support for the Juno Beach Centre. **Sponsor a Tribute Marker today.**

### How to Help:

Get together with your family, community, or organization to sponsor a tribute; or, make an individual donation in honour of Canada's fallen.

### Why are we doing this?

To raise awareness of the role Canada played in the D-Day Landings and to honour those who lost their lives. In addition to ensuring the placement of the tributes in time for the 70<sup>th</sup> anniversary of D-Day, the funds raised through this initiative will help to pave the way for future commemoration and educational programming at the Juno Beach Centre.

For more details, visit [www.junobeach.org/tribute](http://www.junobeach.org/tribute) or contact Jen Sguigna at [jsguigna@junobeach.org](mailto:jsguigna@junobeach.org) or by phone toll-free at 1-877-828-JUNO (5866).

### SPONSOR A TRIBUTE

Individual D-Day Tributes can be sponsored for a minimum of \$500.

Each sponsor will receive a tax receipt for their donation, as well as recognition on the marker and on the Juno Beach Centre's website.

### MAKE AN INDIVIDUAL DONATION

Donations can also be made in the name of a veteran or family member and every donor will be recognized on our website.

Contributors will receive a tax receipt for their donation (minimum \$25).

*Remember Today.  
Remember Always.*

