



Van Arty Association and RUSI Van Members News Aug 30, 2016

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 The 15 Field Officers Mess serves a 5 course, 'homemade' meal for only \$15- you won't find a better meal - or a better deal, anywhere. If you are in the area on a Wednesday, drop in and join us for lunch. Jacket and tie required, equivalent for ladies. We are now pushing the 3rd Wed lunch each month as the Van Arty Association lunch and encouraging members to attend. Come meet some old friends and help with the Yearbook project. **Roast Beef is served on the first Wednesday of each month.**

Mess Bar Price Increase. Mess drink prices have remained the same for several years so it is no surprise that the Mess has announced new prices for drinks at the bar. The new price list is posted on the bar and will take effect on Sept 1st.

World War 2 - 1941

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

September 1941: Experimenting with the 'Final Solution'

General: Allied shipping losses total 84 ships of 285,900 tons, 53 of which are claimed by U-boats. Tito's partisans begin active operations in southern Serbia. The Italians acquire an American diplomatic code book in Cairo which becomes a valuable source of intelligence about the British 8th Army for the next nine months. RAF Bomber command concentrates on German ports.

Sept 1st: Leningrad first comes under German artillery fire. The US Atlantic fleet takes custody of the Denmark Straits between Greenland and Iceland. The US Navy will now escort convoys in the North Atlantic, provided that an American merchant ship is within the convoy.

Sept 4th: The USS Greer exchanges fire (torpedoes vs depth charges) with a U-Boat in the Western Atlantic – the first hostile action between German and US forces since the end of the First World War.

Sept 6th: Japan's government gives in to pressure from its military, but hopes tentative diplomacy might succeed in securing oil stocks. Hitler issues a new directive, making Moscow the priority for his armies. By order of Heydrich, all Jews in occupied Europe over the age of

six are to wear a yellow star – meanwhile experiments are still being conducted in Auschwitz with the gas called Zyklon-B.

War Museum Presents ‘Tanks for Some Memories’

- in Clouds of Dust and Diesel Aidan Cox, Postmedia August 27, 2016



Military Vehicle demonstrations were part of the Awesome Tanks event Saturday August 27, 2016 at the Canadian War Museum. Ashley Fraser/Postmedia

A once-feared Russian tank that helped push back the Axis forces during the Second World War found itself on a different front Saturday. The T-34/85 paraded the Canadian War Museum’s North Plaza, kicking up dust and emitting foul-smelling diesel smoke in front of a small but attentive audience as part of the museum’s Amazing Tanks exhibition. The

Russian tank rumbled around with a Montreal-made M4A1 Grizzly from WWII and other vehicles, including the M577 armoured command vehicle and the US Cold War-era Cadillac Gage light armoured vehicle. “People always like to see the Grizzly run but this year it’s the T-34/85 – it hasn’t run since 1992, so it’s our first time with it out in a long time,” said Michael Miller, artifact, restoration and preparator at the museum. The Grizzly on display was made in 1943 and was one of 188 manufactured in Canada, Miller said. “It was an M4A1 and American-designed but because it was made in Canada it had the nomenclature Grizzly. They were good reliable vehicles at the time, not the best battle vehicles... but they did improve over the years.”

Diesel and dust fill the air as a Russian T-34/85 thunders down a dirt path at the War Museum.



A small flock of visitors made up of families and some Canadian Armed Forces trainees in green camouflage uniform gathered around the steel barricades that surrounded the gravel course the vehicles traversed. “The last time I saw a Russian T-34 was when my uncle from Germany took me into Holland to see a war museum there where they had a whole forest that was filled with tank exhibits,” said Bert Schopf, who stumbled upon the exhibition as he was cycling around Lebreton Flats with a friend. Steve Mackenzie stood

watching with his wife and two young children as the heavy metal machines took turns rolling by. “We thought it would be a really good thing to bring our kids down to get a better appreciation of military history in Canada and get everyone out to a nice public event,” he said. The free exhibition continues from 10 am to 4 pm on Sunday as temperatures reach 28 C with a 40-per-cent chance of precipitation.

First of the Canadian Army's TAPVs Arrive in Gagetown

David Pugliese, Ottawa Citizen August 12, 2016



*The first TAPVs arrive at Gagetown.
Photo courtesy of Canadian Army.*

The Canadian Army says the 5th Canadian Division has received the first Textron TAPV (Tactical Armoured Patrol Vehicle) at Gagetown, NB. The six vehicles will be used to train operators and maintainers. The fleet of 500 TAPVs will be distributed across seven bases and 24 units over a 17-month period.

The Canadian Army has said it expects to declare full operational capability by mid-2020, following training of all operators, and completion of user trials and exercises confirming operational readiness.

The TAPVs from Textron are being delivered in two variants, according to the army – General Utility and Reconnaissance. The vehicles are equipped with remote weapons stations, which allows gunners to aim and fire from the vehicle’s interior. The remote weapons stations come equipped with both a 40-mm automatic grenade launcher and a C6 machine gun, the army pointed out.

Greenwood Military Aviation Museum Adds 3 Vintage RCAF Planes

The Chronicle Herald August 4, 2016

Plane spotters will be happy to see some new aircraft at the Greenwood Military Aviation Museum’s Air Park, but it will be next spring before visitors can get an inside tour. Three RCAF aircraft, including a former VIP Challenger jet once based out of Ottawa to shuttle prime ministers and ministers, recently moved into to their new home near the entrance to 14 Wing Greenwood. A CP-140A Arcturus, more commonly called an Aurora, a CC-130 Hercules, and a CC-144 Challenger were towed in by the 14 Wing recovery and salvage unit at the end of

July. “We’re very happy to share the flying heritage with members of the public,” said base spokesperson Captain Matt Zalot. “It’s unheard of to transport that many at one time,” said Captain Robert Johnson, the museum’s curator. “There was a lot of head scratching and exploring various ways to get them here.”



CC144 Challenger aircraft moves to its new home outside of 14 Wing Greenwood's Canex.

The guardhouse was torn down and the wings of both the Hercules and Aurora had to be dismantled to move the aircraft in with expert precision. Johnson said plans to upgrade the base’s front gate gave them a perfect window of opportunity to tow the planes in from the hangars, with only eight inches to spare. “Believe me, we more than measured twice,” he laughed. The wings to the Aurora are being reattached over the next few weeks. Johnson said they have to reinforce the aircraft’s wings so they don't fall back off when there is a snow load on them. A crew from Langley BC, who had the contract to work on the Hercules fleet, will be arriving later this month to bolt its wings back on. The Challenger was towed in intact. Of interest are some markings to commemorate 412 Squadron who flew several of the fleet out of Ottawa, as well as WWII Spitfire fighter pilots Buzz Beurling, Charley Fox and John Gillespie Magee. The museum’s restoration crew will work on the aircraft interiors over the next months to make them safe for the public so they can be open by next spring. A new modernized guardhouse at the base entrance is expected to be completed by October.

Britain’s Weirdest Ever Tank? The Independent A1E1

Aug 16, 2016 Joris Nieuwint

Ordered to War Office specifications in 1922, The Independent finally appeared in 1926, to a revised design by Vickers-Armstrong. It took part in the special demonstration for the Dominion Premiers in November 1926. Trials at Farnborough revealed that it was very difficult to steer, due primarily to long ground contact and narrow hull. Rebuilt on the advice of W. G. Wilson in 1928 it did not improve and also consumed an inordinate amount of engine oil. It was abandoned in 1935, by which time it had cost more than £150,000, and sent to Bovington, where it was reputedly used as part of the defenses of Bovington Camp in 1940.

The Independent has a number of unusual features; the nearside rear machine-guns turret is capable of firing in the anti-aircraft role by extra elevation of the gun. An American design of Inertia starter is incorporated, and there is a pointer device, driven off the turret ring, that shows

the tank commander which way the main turret is pointing in relation to the direction of the tank. It is claimed that in order to improve steering, sections from the barrel of a 16-inch naval gun were used to create extra strong steering brakes. Walter Wilson's modifications to improve steering resulted in a major rebuild of the rear end, a change of drive sprockets and a strengthening axle between the sprockets.



Image source: The Tank Museum

In the 24th Tank Chat, David Fletcher looks at the rather unusual Independent A1E1, it is the only tank of its kind in existence. To watch video got to: <https://youtu.be/wSwd7lcY9KA>

Drones' Role Limited

by Tom Lawson, former CDS, Ottawa, Global Mail Editorial Column Mar 2016

Re Can Drones Replace Fighter Planes? (March 11): Your editorial justifiably praised Canada's Chief of the Defence Staff, General Jonathan Vance, for being a creative forward thinker. He is indeed so and, as his predecessor in the position, I know that this was one of the reasons he was selected to be chief of the defence staff. That said, I believe you have misinterpreted the comments he made to the Senate committee regarding drones. He was simply restating what the Canadian Armed Forces has been saying for over a decade now: that the RCAF needs a fleet of unmanned aerial vehicles with the capability to carry armament.

Neither Gen Vance, nor the RCAF, would suggest drones are anywhere near ready to replace fighter aircraft in the complex roles associated with protecting Canadian air and sea approaches, or in many other combat situations. Certainly, the US Air Force plans to fly manned fighters in the NORAD role for coming decades. If we plan to remain a viable partner in the defence of North American aerospace, Canada will need to replace the CF-18 with a new fighter aircraft. This is why it is critical to identify a replacement, and quickly. I am quite certain the coming defence review will confirm the need for both fighters and drones.

Restored B17 Bomber to Visit Oro-Medonte Airport

Restored B-17 bomber to visit Oro-Medonte airport

By Frank Matys Orillia Today



A fully-restored B-17 bomber is the focus of an exhibit at the Lake Simcoe Regional Airport starting Aug 22. Photo submitted by the County of Simcoe.

An iconic warplane will touch down at the Lake Simcoe Regional Airport for public viewings and, for those with the cash, rides in the sky. The fully restored B-17 bomber, named ‘Sentimental Journey’, will be open to

the public for tours during an exhibition starting Aug. 22.

The plane is one of 10 airworthy B-17s remaining of the more than 12,000 manufactured for combat during WWII. It is the leading exhibition ‘war bird’ in ‘The Flying Legends of Victory Tour’ conducted by CAF Airbase Arizona, a non-profit flying museum.

The upcoming exhibit is co-hosted and sponsored by the airport, Tourism Simcoe County, Holiday Inn Express and Suits, and Enterprise Rent-a-Car. Tours take place Aug 22 from 3 p.m. to 7:30 p.m. and from Aug. 23 to 28 from 10 am to 7:30 pm. Gate fees are \$10 for those 18 and older and \$5 for those five to 17. Flights are available Aug. 26 to 28 at a cost of \$850 (U.S.) for a seat in the bomber’s nose area or \$425 for a spot in the waist gunner’s area. To book a flight, call 778-668-0417, or email B17RC@azcaf.org.

Behind the Throttle in a MiG 29

August 2, 2016 by Bob Wade for Legion Magazine

From the department of Cold War Hijinks



Illustration by Janice Kun/I2iart.Com

At the Abbotsford Air Show, during the dying days of the Cold War, Canadian CF-18 pilot Major Bob Wade became the first Western pilot to fly a Soviet MiG-29 Fulcrum fighter aircraft. Here’s how he did it

In 1964, I was standing in a field trying to catch a horse with a bucket of oats when the Golden Hawks aerobatics team flew over. It so impressed me that I decided at that very moment that I wanted

to be a fighter pilot. I completed pilot training in 1969 and was posted as an instructor at CFB Moose Jaw in Saskatchewan. I later flew fighters and, in 1987, was posted to 441 Air Defence

Squadron with North American Air and Aerospace Defence Command. During that time I learned that two MiG-29s were coming to the Abbotsford Air Show. I was tasked by fighter group to conduct an escort mission of the MiGs as they entered Canadian airspace just below the Alaska panhandle. I launched three CF-18s. During that flight, the MiG-29s lost communications and were unable to navigate. They were proceeding about 30 to 40 degrees off course.

My direction from fighter group was to go no closer than 1,000 feet and not to attempt communication with the MiGs. So I had a decision to make: I could either let these two MiG-29s fly out to sea until they ran out of gas and ejected or I could fly up beside them and find out what was going on. I flew up to the lead MiG-29 and he was raising his hands palms up, pointing to his headset and giving me thumbs down. I made the decision to have the two MiGs fly on my right wing and I put the two CF-18s on my left wing. The MiGs did a great job as we made it through 30,000 feet of really dark and dirty cloud. We broke out of cloud near Abbotsford at about 5,000 feet. I waved the MiGs off to land and they did. If they'd crashed, it would have been a huge international incident. And that governed my decision to go against orders. Plus, from a humanitarian perspective, they would have died if they bailed out into the ocean. I wasn't going to let that happen.

When I got back to Comox, my crew chief said the phone was ringing off the hook. I wasn't surprised because I had just broken all the rules. But it wasn't that. The Soviet embassy was calling to thank me and asked if I would come to Abbotsford as their guest during the show. On the last day, they wanted me to fly one of the MiGs. My G-suit and helmet would not fit in the cockpit, so I had to wear the Russian pilot's G-suit and helmet. His head was about twice as big as mine but it didn't matter, I was going flying. All the instruments were in Cyrillic so nothing made any sense to me. I had no idea of takeoff speed, stall speed, or fuel on board. They wouldn't turn on the heads-up display or weapons display as that was classified. So it was really a seat-of-the-pants experience. I had watched the MiG-29s do their air display, so I knew approximately how much runway they used. I lit the afterburners and at about that point on the runway, I rotated for takeoff.

And that's how I became the first western pilot to fly a MiG-29.

Who is it?

Last Week: We had a number of responses on this photo. Everyone agreed it was made by Ford but couldn't agree on the year of manufacture although all were in the 39-42 period. One produced photos which pretty well set the date at 1940. The vehicle is a Ford Deluxe Woodie Station Wagon, which was drafted into the Canadian Army in 1942. The vehicle registration number is CM 4202179 - hence the photo is 1942 or later. At the time it was working in 6 Field Regiment (AOS tac sign 44). in 2nd Canadian Infantry Division. General Alexander's famous staff car, displayed in the Canadian War Museum, is a similar model, albeit heavily modified by



REME workshops.

This Week: Ahoy salty mateys! This week's photo, of a mystery ship, comes to us via a rather circuitous route, but can be traced back to the late Leo Hoens, a Dutch gentleman, married to a charming Glaswegian lady, who, sadly, also passed away recently. When Leo was a lad, he was involved in the liberation of his homeland. My information, rather second-hand, states that he assisted the Allies during Operation Market Garden, and was evacuated with them to avoid reprisals. He then re-entered Holland with the Canadian Army during the final act of liberation. Later, he emigrated to Canada, where he became active in many service organizations, including those commemorating our efforts in the Second World War.



Leo's widow loaned my father some photos a number of years ago, which I found in his effects after his death. I scanned them before she passed away, but, sadly, she was unable to provide any information regarding the backgrounds of most shots. Such is the case with this one, which shows a warship, presumably a cruiser. The figures on the right appear to be Allied personnel, but there is no identity provided for the ship, nor the location. Can any of you nautical types help us out? Ideas can be sent to the editor, or the author, John Redmond johnd._redmond@telus.net

From the 'Punitary'

What do John the Baptist & Winnie the Pooh have in common? They have the same middle name

Murphy's Other Laws

Never stand when you can sit, never sit when you can lie down, never stay awake when you can sleep.

Quotable Quotes

Politics is the gentle art of getting votes from the poor and campaign funds from the rich, by promising to protect each from the other. ~Oscar Am ringer, "*the Mark Twain of American Socialism.*"

The
49th Marines
invite you to join them
as they gather to celebrate
the
241st
Birthday of the
United States Marine Corps

49th
MARINES

- DATE:** Saturday 5 November 2016
- TIME:** 1700 Hours (5:00 PM)
- PLACE:** Best Western Mission BC - "Rockwell's Banquet Room"
- DRESS:** MEN: Service Dress Uniform or Suit and Tie
LADIES: Formal, Semi Formal, Cocktail Dress
- COST:** \$85.00 per person
- RSVP:** With payment in full by: 15 October 2016

If You are interested in attending this event, please email me at
Bob.mugford@outlook.com and I will forward more information.