



## Van Arty Assoc and RUSI Van Members News Oct 30, 2013

### Wednesday Lunches

Still no start date on renovations. I understand all approvals have been given and financials are now in order but the Army is running the show so it's anybody's guess at the moment.

If you haven't been to one of our 5 course, buffet style, 'homecooked' lunches, they happen (almost) every Wednesday from 1130-1400hrs in the 15 Field Officers Mess, Bessborough Armoury, 2025 West 11<sup>th</sup> Ave, Vancouver. Cost is \$15pp.

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

### **NOABC Monthly Lunch Speaker - Wednesday, 30 October**

Our President, John MacLean will provide an update on national items from NAC and will also give us a talk on his experiences walking the **Camino de Santiago in Spain** in 2012 and again in 2013. The Camino is traditionally a religious pilgrimage to the resting place of the Apostle Saint James in Santiago, Spain. The pilgrimage route dates back to the middle ages when millions of pilgrims from all over Europe made the walk to Santiago. It is actually many different routes but the most popular route today is the 780 km Camino Frances (the French Camino) which winds from Saint Jean Pied de Port in the foothills of the French Pyrenees through Pamplona, Logroño, Burgos and Leon to Santiago in Celtic Galicia. The Camino is now a more secular walk and has been named as a UNESCO World Heritage Site and by the Council of Europe as the first European Cultural Itinerary. John will give us some background on the walk and *share his experiences as a modern day pilgrim*.

### **St Barbara's Day Dinner**

See invitation at the end of the newsletter. I have heard that the Mess will be emailing invitations to those on their official list, only mailing out to those they don't have an email address for. This is a dinner for serving officers but any military retiree or civilian who would like to attend are welcome, just remember, an RSVP is required and dress is formal. For those of you that aren't up on military customs, this dinner invitation is for individuals only; one does not bring a date.

## **BC Lions Half-time Show - 2013 Salute to Veterans**

The RCL BC/Yukon Command is presenting the half-time show at the BC Lions Home Game on November 1st. Pipe & Drum Bands, Colour Parties, Veterans, Canadian Forces, Cadets, First Responders, and Members of Veterans Organizations will be marching.

Free tickets are available to all the half-time show participants.

Friday, November 1<sup>st</sup> BC Place 6:30 PM arrival - 8:00 PM performance

## **15 Fd Band - With Glowing Hearts Concert Series**

The 2013 Remembrance Week Concert '*With Glowing Hearts*' is set. With a program built on Celtic and Latin melodies and some unexpected pop tunes, it is sure to be a hit.

This year, the band will only present one concert in November. The change of command for 39 CBG falls on November 8th, so a planned concert at the Richmond Gateway Theatre has been postponed to the new year. A new date has yet to be set, but as soon as we have decided we'll let you know when to buy your tickets.

On November 9th, the band will debut at the Franz Wilhelmsen Hall in the Millennium Place in Whistler, BC. We are excited to extend our concert series to this community and hope our new partnership with the Whistler Arts Council will flourish.

Tickets will be available from band members, online and at the venues. **(see poster)**

## **Is It Time For A 'Defence of Canada' Medal?**

*October 13, 2013. • Section: Defence Watch David Pugliese*

**Defence Watch** reader and former reservist Chris Bisaillion has noted an ongoing issue about the creation of a *Defence of Canada* medal as proposed by MP Carol Hughes. He sent a message to his MP Gordon O'Connor supporting this issue, back in July 2013, but did not receive a reply. Chris has included some of his email correspondence with MP Hughes, including his rationale for supporting the medal. Here is some of what he wrote:

"I think that the Defence of Canada Medal fills a void in recognition of the hard work of members of the Canadian Forces. The soldiers of the Second World War and Korea certainly have earned their recognition and it is great to see that they are proud to wear their medals at very appropriate times.

In my era the Canadian Decoration CD was very sought after (12 years of duty required) and members of my regiment were very proud to wear the CD. There were a few opportunities for reservists to be deployed to overseas theatres of conflict and peacekeeping. Some of my fellow reservists continued by becoming Cadet Instructors and contributed by helping our youth understand their duty to the country and perhaps join the Canadian Forces some day in their

future. You now see many young soldiers with several medals due to their great work and sacrifice in the conflicts of recent years.

You are trying to address a period of time that has been almost forgotten. We worked hard on Canadian soil, ready to be deployed. In my personal circumstance I stayed on the Supplemental Reserve Ready (SRR) list after my discharge. My War Position was at National Defence Headquarters. With short notice, I had to be ready to move to NDHQ to take over a position, while that person would be deployed to the conflict. It was a way to mobilize resources before waiting for an Order in Council to commit an entire Reserve Unit. I don't know what the present protocol is.

I have seen mention of your proposal on some chat lists and some have been critical. They usually indicate that they don't want to have to put up another medal with their present medals or they belittle the contribution of those who worked in Canada during the years you are talking about. To those people, I would say if you don't like it, either don't accept it or don't add to your set of medals.

I would be so proud to wear a single medal that represented the contribution that I made to the safety and future of Canada. If cost was ever an issue, I would be glad to pay for my medal and perhaps sponsor someone who could not afford their own.”

## **Hold on, young man**

*Eric Mold, October 23, 2013*



*The T-33 is a jet trainer aircraft developed by Lockheed that made its first flight in 1948.*

While I was doing my ground job at Cold Lake, Alberta, I had a wonderful boss for a while. Unfortunately, he was about to retire after many years of service. Somehow, he had been able to arrange one last swing through the Canadian bases in Europe, just a few days before he was finally released from

the service. This was back in the days when the RCAF operated a couple of DeHaviland Comet jet transports on their longer runs. Ed had managed to wrangle a flight on one of these from Ottawa to Europe and back. All he had to do was to get to and from Cold Lake to Ottawa. I stepped into the breach and offered to fly him in a T-33 two-seat jet trainer. The flight to Ottawa was uneventful, and I saw him safely aboard the Comet.

I promised to be in Ottawa a few days later to meet him when he returned. It was critical that he got back to Cold Lake on schedule because there was a large retirement party planned for him in the officers' mess that evening. This was a tightly scheduled operation, so I flew down to

Ottawa the day before the Comet was due just in case he arrived a bit earlier than expected. When I arrived, I found they were unable to hanger my bird for the night, and it was the depth of winter with temperatures dipping way below zero. The T-33 did not like sitting out in the freezing cold for hours on end; they would get "cold soaked." What's more, the weather situation for our flight back was terrible. It was going to be almost impossible to be able to file a "legal" instrument flight plan to Winnipeg, our fuel stop. Ed's Comet arrived on time and within a few minutes, he was strapping into the back seat of the T-33. I noticed he was carrying a briefcase, which he stowed behind the head rest. I closed the canopy and found it hard to lock, which was not unusual in a cold soaked airplane. Finally, the locking lever went "clonk," and the canopy was locked. Then I smelled a slight whiff of alcohol, which was not entirely unusual. The plane had a little valve in the cockpit that enabled the pilot to inject a shot of alcohol if a warning light indicated an ice build-up in the fuel filter, so it didn't worry me unduly. I started the engine, got taxi clearance, headed for the runway and took off.

Our flight plan was via airways to Winnipeg, which itself had only marginal weather conditions. For an alternate destination, I had filed Duluth, Minn., which had much better weather. However, it would not have been possible to fly to Winnipeg, make an instrument approach, climb up again because of bad weather and fly to Duluth, as the regulations required. I planned to make a decision over Lakehead. If the weather at Winnipeg had improved as was forecast, I would continue as planned. If it was still dicey, I would air-file a change in flight plan direct to Duluth. The T-33 with a full load of fuel was not the quickest plane out of the box. We lumbered down the runway into the air and started to climb to our assigned altitude — in this case, 1000 feet above all cloud.

It was not long before I noticed that our cabin pressurization was not working properly. The cabin pressure was getting above where it was supposed to be. We climbed and climbed, and it was not until about 38,000 feet that we came out of the top of the clouds. The T-33 does not like flying at that height. The band of airspeed between the onset of compressibility and the stall is very narrow. If you let the nose drop a couple of degrees you begin to feel compressibility buffeting. If the nose comes up a couple of degrees, the speed drops just a few knots and you begin to feel the onset of a stall. Therefore, one is faced with doing some accurate, highly concentrated flying. We certainly had no autopilot in those days.

The cabin pressure was way above where it was supposed to be, and I was starting to feel a bit dizzy so I turned my oxygen regulator to 100 percent. As I flew on, the dizziness increased, my fingers were white and my nails starting to turn blue — signs of anoxia. I turned the oxygen regulator to "emergency," in which mode it actually forced oxygen into my lungs. By now, we were about halfway across Lake Superior, and the weather at Lakehead was still well below weather limits for us to land there. I was feeling groggy and in a cold sweat. I kept saying to myself, "Hang on, young man. Hang on. Hang on." Eventually, after fighting these symptoms for what seemed an eternity, we passed over Lakehead. Now we were able to contact the Winnipeg Air Traffic Control Center on the radio, and they gave me the news I was hoping for; the weather there was improving rapidly. I asked for and received clearance to start an on-route descent.

As we began to descend, the anoxia symptoms gradually disappeared to the point they were completely gone as we came in for a landing. As we taxied in, I said to Ed in the back seat. "Christ! I thought I was going to die up there." He replied. "Yes, I thought I was going to as well." I was mystified until we got out of the plane. I got out first and as I looked up at Ed, I saw he was holding a briefcase with something dripping out of it. The difficulty I had latching the canopy at Uplands was because Ed's briefcase was caught in it. The whiff of alcohol I smelled came from a shattered crock of Scotch that Ed had in his briefcase, not from the aircraft's fuel filter de-icing system. The reason that we did not get the right cabin pressurization was because the briefcase prevented the canopy from sealing properly.

With all of the alcohol fumes we inhaled on that trip, we were lucky we didn't crash. If we had, would the autopsy have found so much alcohol in our blood that they would have thought we were drunk?

## **World War II bomber fighting for its survival in New Brunswick**

BY PAT BRENNAN, FOR POSTMEDIA NEWS



*A war survivor lives quietly alone near Edmundston, NB* Photograph by: Pat Brennan , For Postmedia News

**EDMUNDSTON NB** - It survived 14 combat missions over Nazis Germany, but can it survive another winter standing unprotected in the New Brunswick wilderness? That's what keeps Troy Kirkby awake at night. He was still eight years away from being born when Lancaster Bomber KB882 rolled to a stop for the final time in 1964 to retire at a small rural airport beside the TransCanada Highway just east of Edmundston. Yet Kirby has become this bomber's most



loyal protector. He is spearheading a campaign to build a protective hangar for the bomber. Plus, he has spent hundreds of hours crawling through the airplane to maintain its good looks and its structural integrity. Only 17 of the 7,377 Lancaster Bombers built during World War II still survive as complete airframes. Victory Aircraft built 430 of those Lancasters at Malton, Ontario and KB882 is one of only four known to still exist. More than 3,300 of them were lost in battle. After surviving its missions over war-torn Europe, KB882 served another 12 years with RCAF 408 Squadron mapping Canada's high Arctic and keeping an eye on Soviet ice stations.

Kirkby never served in the air force and never went to war, but over the years has created one of Canada's largest personal museums of World War II aviation paraphernalia. The Spitfire Arms Alehouse on Water Street overlooking the Avon River in Windsor, Nova Scotia, was the home for Kirkby's aviation collection since he opened the pub in 2003. "It was a dilapidated 104-year-old abandoned building, but I thought it would be a good location for a pub. We removed more than 20,000 pounds of debris during six months of restoration," said Kirkby. Out went the debris and in went the huge accumulation of Battle of Britain memorabilia that Kirkby had been collecting since he was a kid. "My grandmother Vicki mesmerized me with her stories about living through the blitz. She was a WAAF (women's auxiliary air force) in the Royal Air Force during the Second World War and she could recognize airplane types just by their engine sounds." That triggered his passion for World War II aircraft and their stories. During that same war, his grandmother's brother operated the Packington Arms, a pub in the Islington area of London. Hearing the family's stories of pub life generated his passion to own and operate a pub. But the Spitfire Arms was primarily a place to display his air war collection. When Kirkby's passion for travel got too strong last summer, he sold his pub.

Mychele Poitras came to the rescue as to what would happen to his truckload of air war memorabilia. She is public relations director for the city of Edmundston and found an area at Madawaska Historical Museum in Edmundston to house Kirkby's Lancaster collection and to promote his dream of creating a protective hanger for the famous airplane. Kirkby's Lancaster display opened in the museum in September and by year's end more than 3,000 visitors have heard the story of Lancaster KB882. The four-engine bomber is wearing its post-war RCAF reconnaissance colours. The 50-calibre machine guns were removed from its nose turret to be replaced by survey cameras. Only a short steel-link fence surrounds KB882 as it stands on its large rubber tires 30 metres off the TransCanada Highway and about 100 metres west of the large "Welcome to New Brunswick" tourist centre.

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## **Seaforth Announce Rebirth of Newsletter**

We are pleased to announce the rebirth of a newsletter, The Cabar Feidh. The history of this newsletter and magazine was that it was originally the Imperial Seaforth's in Scotland. As we are the last of the Seaforths it seemed appropriate to resurrect the original newsletter and possibly, in the future, a magazine. The first edition is mainly an introduction and background of the members that are unfamiliar to many of the Family. Included also are articles regarding

the Battalion, Patrons, Cadets, Association, and other areas of the Regimental family. To access this newsletter please click on the following link:

<http://seaforthighlanders.ca/cabar-feidh/>

## **Who is it?**



### **Last Week. Quiz No 19**

First off, thanks to all of you who pointed out the typo in last week's quiz that put the Sikh Wars 100 years ahead. As many of you know, they were in the 1840s, not the 1940s, and were the closest the British came to being defeated in India.. So impressed were the British with the Sikh soldiers bravery and discipline, that the latter soon formed the

backbone of the Raj forces.

Unfortunately, no one could give us any names.

**This Week** - Well, on a much more social topic, this week's photo is courtesy of one of our associate members of the mess. We encourage both donations of photos (and artillery pieces, such as an 18 pdr, if you happen to have one in the garage), and the loan of photos for the purpose of scanning. We guarantee not to harm your original, and will return it within a week or two, with a digital copy should you request such.



So, this photo is of a fine group of ladies and gentlemen in the mess, one of whom still attends Wednesday lunches. We, the museum staff, know something of the background of the photo, and the well-dressed subjects, but need a bit more detail. As always, can you supply names, stories, yarns, white lies, etc. to the author, John Redmond

([johnd.redmond@telus.net](mailto:johnd.redmond@telus.net)) or the editor?

We appreciate any and all efforts. Although many will say, "Why, don't they know it's old Smurzzlewort!", and we *might*, in twenty or thirty years, no one *will* unless we record it now. Antiques fairs are replete with photos of proud service men and women who, due to the passage of time and the erasure of memory, are anonymous. Let's do our bit to halt that."

John Donald Redmond, LC, BA, MEd.

Assistant Curator 15 Field Regiment, RCA, Museum and Archives

## From the 'Punitary'

Why do meteorologists look perpetually nervous? Their future is always up in the air.

## Murphy's Laws

The price of any product produced for a government agency will be not less than the square of the initial firm fixed-price contract.

## Quotable Quotes

An education isn't how much you have committed to memory, or even how much you know. It's being able to differentiate between what you do know and what you don't. - *Anatole France*

## St Barbara's Day Dinner



*The Commanding Officer and the Officers*

*of*

*15th Field Artillery Regiment*

*The Royal Regiment of Canadian Artillery*

*request the pleasure of your company  
at their annual*

### ***ST BARBARA'S DAY SPECIAL GUEST NIGHT***

*to be held at*

***BESSBOROUGH ARMOURY***

***2025 West 11<sup>th</sup> Avenue, Vancouver, BC***

*on*

***Saturday, the Seventh of December, 2013***

*at*

***six o'clock for seven o'clock in the evening***

*RSVP by 23 November 2013 with payment:*

*Captain W. Baxter*

*2025 West 11<sup>th</sup> Avenue*

*Vancouver, BC V6J 2C7*

*[Wayne.Baxter@forces.gc.ca](mailto:Wayne.Baxter@forces.gc.ca)*

*or 604-666-4142*

*Dress Formal: Mess Kit or Black Tie*

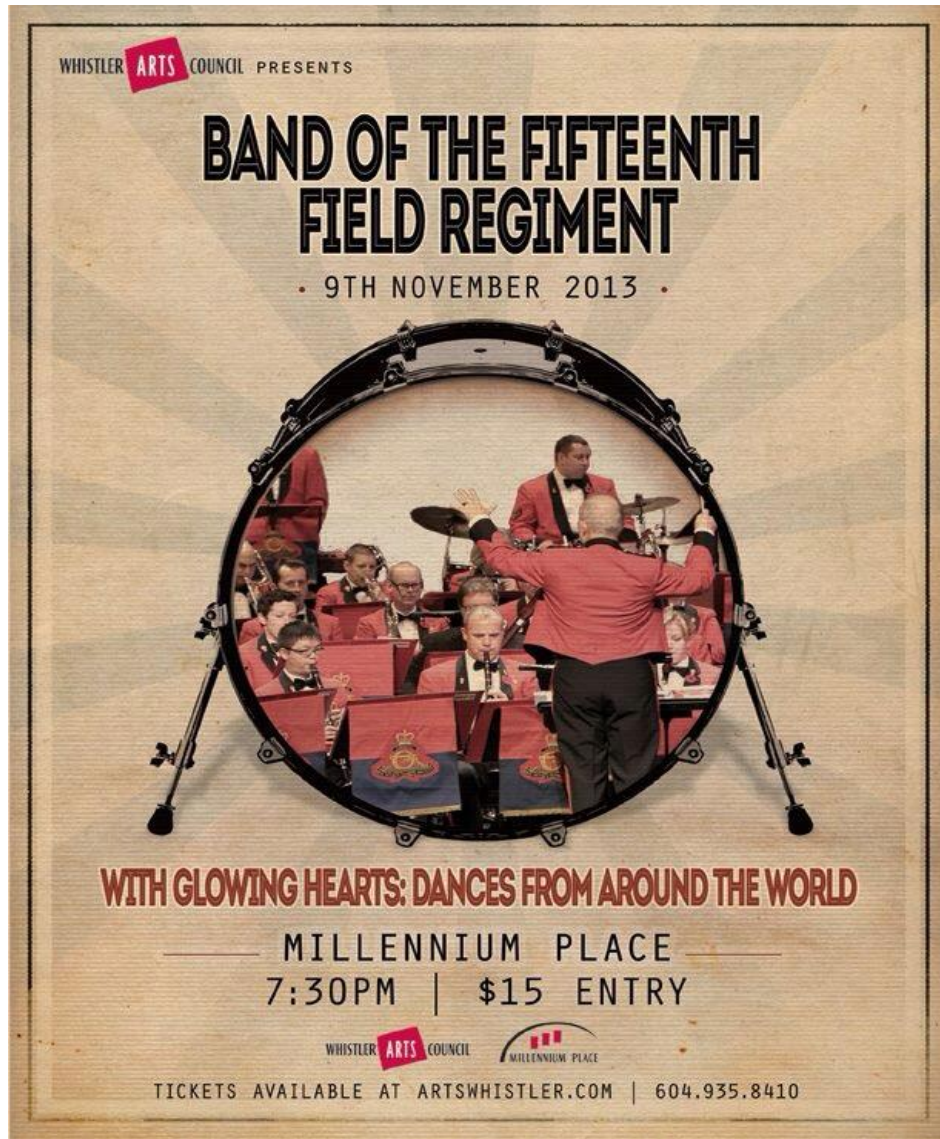
*Tariff: \$80.00 CAD or USD*

*Cheques payable to:*

*"15 RCA Officers Mess"*



## 15 Fd Band Concerts



WHISTLER ARTS COUNCIL PRESENTS

# BAND OF THE FIFTEENTH FIELD REGIMENT

• 9TH NOVEMBER 2013 •

WITH GLOWING HEARTS: DANCES FROM AROUND THE WORLD

MILLENNIUM PLACE  
7:30PM | \$15 ENTRY

WHISTLER ARTS COUNCIL MILLENNIUM PLACE

TICKETS AVAILABLE AT ARTSWHISTLER.COM | 604.935.8410

## *Join the Band in Whistler!*

The [Band of the Fifteenth Field Regiment](#) is excited to announce ***With Glowing Hearts: Dances From Around the World***, our 2013 Remembrance Week concert, presented in partnership with the [Whistler Arts Council](#).

This year's show is a potpourri of dance music from across the globe, guaranteed to entertain and enthrall. Enjoy an eclectic mix of Scottish highland melodies, Japanese folk dances, Latin Cha-Chas and Hot Disco tunes that will have you dancing in the theatre aisle shouting for more when the curtain drops!

In cooperation with the Band, the ***Delta Whistler Village Suites*** is offering a special reduced room rate of only \$109 to our friends who wish to make our concert the centrepiece of a weekend getaway in the village. To receive this special rate, simply mention you are attending the With Glowing Hearts Concert when you call reservations @ 888- 299-3987 or book [online](#).

# Singapore Curry Lunch



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

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



- Date:** Thursday, October 31, 2013
- Time:** 11:45 am - 1:30 pm  
(bar opens at 11:45am)  
(presentation at 12:01pm)  
(lunch starts at 12:20pm)
- Location:** Officers' Mess - The BC Regiment  
620 Beatty Street, Vancouver, BC
- Dress:** Business Attire (jacket & tie, ladies similar)
- Price:** \$30/person (\$5 discount for those that confirm attendance by October 25, 2013)
- RSVP:** For more information or to register, please contact Bill Diamond at [Bill@DukeaBear.com](mailto:Bill@DukeaBear.com) or 604.618.3607 (Please advise of any dietary needs with your RSVP)

Payment by cheque or cash will be accepted at the door  
Cheques are payable to: The BC Regiment (DCO) Association  
No cancellations after October 25, 2013

***NEXT PLANNED LUNCH: Thursday, November 28, 2013***