

Van Arty Assoc and RUSI Van Members News March 4, 2014

Wednesday Lunches

Renovations to the kitchen are proceeding slowly. We have received confirmation that the floor in the Officers Mess is being done. The old carpet will be removed and the existing hardwood floor will be reconditioned. The floors are scheduled to be done 20-27 Mar 2014. This means that there will be **no lunch on March 26th**. Lunches will resume on April 2nd.

Guests and visitors are always welcome at lunch. 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.

Canada's Lancaster Bomber to Cross Atlantic for UK Tour

Chance to see two Lancasters flying in formation again called a 'once in a lifetime opportunity'

By Ian Johnson, CBC News Posted: Feb 24, 2014



Hamilton's Mynarski Memorial Avro Lancaster Mk X bomber was built at Victory Aircraft in Malton, Ont., in 1945. (Rick Radell)

Prior to being retired from the RCAF, the Lancaster patrolled the east coast. It's seen here with its original RCAF paint. (Canadian Warplane Heritage Museum)

Canada's WWII Lancaster bomber will soon be heading across the Atlantic to join the only other airworthy plane of its kind for a series of special flights over the UK. The Canadian Warplane Heritage Museum in Hamilton revealed Monday that it plans to fly its vintage Avro Lancaster to England in August. Together with the Royal Air Force's Battle of Britain Memorial Flight (BBMF) Lancaster, it will be involved in a month-long flying tour in the UK before returning home to Hamilton in September. "To see these two aircraft flying at events together will be a unique sight, and also the opportunity to truly commemorate those who paid the ultimate sacrifice," said Squadron Leader Dunc Mason, the officer commanding

the RAF Battle of Britain Memorial Flight. The Hamilton warplane museum's Mynarski Memorial Lancaster is dedicated to the memory of Pilot Officer Andrew Charles Mynarski of the RCAF's 419 Squadron. On June 13, 1944, the Winnipeg native's Lancaster was shot down. Instead of bailing out, Mynarski – his clothes burning – stayed and tried to free the trapped rear gunner. The gunner survived the crash, but Mynarski died from his burns. He was awarded the Victoria Cross for his bravery.

The last time Lancasters flew together was 50 years ago over Toronto, at RCAF Station Downsview. The RCAF flew a special formation of three of the bombers in April 1964 to mark their retirement from service. The sight of two Lancasters flying in formation once more is a "once in a lifetime opportunity, something that will never happen again," said Al Mickeloff, spokesman for the museum in Hamilton, which owns the Canadian Lancaster. "We don't expect to ever do another trip like this." Hamilton's WWII bomber, known as the Mynarski Memorial Lancaster, is an Avro Mk X built in 1945 at Victory Aircraft in Malton, Ont. Used to train air crews and later for coastal patrols and search-and-rescue work, it was retired in 1963. The museum bought it in 1977 for about \$10,000 and a team of volunteers restored it and returned the plane to the air on Sept. 24, 1988.

The Battle of Britain Memorial Flight (PA474) was built in 1945 at Chester in the UK. It was stored after the end of WWII, and didn't return to the air until 2005. It is a military aircraft operated by the RAF. Museum president and CEO David Rohrer said he and the RAF have talked about the possibility of bringing the planes together for more than a decade, but serious discussions started just a few months ago - partly because both groups wanted to do something to mark the 100th anniversary of WWI and 70th anniversary of D-Day this year. The RAF wanted to arrange a formation flight before its own Lancaster is grounded next year for a planned overhaul. The Hamilton Lancaster was at a perfect point in its maintenance cycle to take on a trip like this, so the museum sent a planning team to the UK in January. "A window of opportunity was identified to bring the last two flying Lancasters in the world together in tribute to the crews who flew it, the people at Victory Aircraft who built it, and all the veterans of the war," Rohrer told CBC News. "We always would have regretted it if we hadn't tried our best to make this happen when the window presented itself." The last Atlantic crossing by a Lancaster was in May 1975, when the aircraft registered as G-BCOH traveled from St. Albert, Alta., to Scotland's Strathallan Airfield.

The Mynarski Memorial Lancaster is scheduled to leave Canada Aug. 4. The five-day transatlantic trip to England is being done in four- to five-hour hops, with refueling and rest stops in Goose Bay, Labrador; Narsarsuaq, Greenland; and Keflavik, Iceland. The flight legs are actually shorter than those flown on the plane's last major trip, to western Canada in 2010. There's no oxygen system aboard the unpressurized aircraft, so the entire flight will be done at less than 10,000 feet. When the Lancaster arrives at Royal Air Force base Coningsby on Aug. 8, a maintenance crew will check the aircraft over. It should start a busy series of special flybys and appearances with its UK twin and a number of WWII fighters on Aug. 14 and will be based mainly out of Humberside Airport. The trip will mean changes to the Lancaster's maintenance

schedule. The museum usually flies the aircraft about 50 hours per year before it goes in for regular maintenance, and it expects the trip to Europe to add about 75 to 100 hours of flying time to the plane's schedule this year. "The aircraft is old but is in top condition and flying very well, or we wouldn't be undertaking this trip." - *Al Mickeloff, Canadian Warplane Heritage Museum*. Rohrer said the museum is seeking sponsors to help with expenses, but adds that a share of the proceeds from the Lancaster's involvement in events in the UK should help cover most of the costs. The museum is also negotiating a deal for a documentary covering the flight and tour.

To prepare for this summer's flight, the Mynarski Memorial Lancaster is undergoing its regular winter maintenance at the museum's hangar in Hamilton, including a scheduled engine swap. Special equipment is also being installed, including an HF radio, a satellite phone system, improved navigation and GPS equipment, and a number of other avionics upgrades. Mickeloff said the museum has carefully assessed all the factors involved with taking the 70-year-old Lancaster across the Atlantic. The timing was chosen for the best weather, the flight legs are short, the aircraft can fly for up to eight hours fully fuelled, and can maintain altitude on as little as two of its four engines in an emergency.



Toronto's CN Tower off the Lancaster's wingtip, seen through the blister-window in the side of the cockpit canopy. The last flying Lancaster bomber in North America has become a familiar sight in the sky over the Greater Toronto-Golden Horseshoe region, doing flights in summertime from the Hamilton airport. (Ian Johnson/CBC)

There will also be three pilots and a flight engineer aboard, using the latest in modern avionics. "The aircraft is old but is in top condition

and flying very well, or we wouldn't be undertaking this trip," Mickeloff said. "We have the most experienced Lancaster pilots in the world, and they're also pilots with commercial experience who have crossed the Atlantic many, many times." Rohrer added, "We have weather delays built into our schedule and will only fly under ideal conditions." Mickeloff said big audiences are expected at appearances in the UK, pointing out that the BBMF is a military plane and off-limits to the public, whereas the museum's Lancaster is a flying exhibit that people can get up close to and even book a flight on. "We are going to give the general public that same access in the UK – access that they've never had to a Lancaster before. They'll be able to get right up to it." "It's a real honour to be invited to fly with the Royal Air Force," Rohrer added. "It's a recognition of the confidence they have in the museum, and in the talent and dedication of the staff and volunteers, that they're willing to be our host."

Remains of missing WW2 soldier identified

DNA testing indicate remains are those of soldier who was private first class in US Army.

CBC News Posted: Feb 24, 2014

The seven-decade-long mystery of a Saskatchewan-born Second World War soldier, who was mistakenly buried with German soldiers, appears to have been solved. DNA testing of the remains indicate they are indeed those of Lawrence S. Gordon of Eastend, Sask., who was a private first class in the US Army. He was missing and presumed dead after a battle in France in 1944. His armoured vehicle was destroyed by a German shell, but his body was never found. His family wrote repeatedly to the US government seeking more information, but was frustrated every time. Family members, aided by historians and well-wishers, never gave up. They



eventually tracked his suspected remains to a cemetery in Normandy, France that is administered by the German government.

DNA tests indicate the remains of Saskatchewan's Lawrence S. Gordon did indeed end up in a crypt in Normandy. (Courtesy Gordon family)

Some, like his nephew and namesake Lawrence R. Gordon, believed it was possible he ended up in a German cemetery because he had scavenged some clothing from a dead German soldier. It took nearly seven decades for the US government to finally declassify war records that contained forensic details about unidentified soldiers. The so-called x-files contained bone charts and dental records that helped the family find the remains of a soldier code-named x-3. Last September, Gordon and his team convinced officials in Germany and France to remove the bones of x-3 from a burial cask and then conduct DNA testing at a French crime lab. "It shows that people who were enemies and killing each other 70 years ago, can now co-operate; work together; help each other to try and correct some of the things that weren't right in the past," Gordon said.

Now the results are in, and officials say they are conclusive. It means Lawrence Gordon has been found, and his family can begin what's expected to be the complicated process of bringing him home. "I intend to have him buried in his hometown of Eastend, Sask., on Aug. 13 this year, which is the 70th anniversary of his death," Gordon told CBC News.

To view the CBC news video go to: <http://www.cbc.ca/player/News/Canada/ID/2439304893/>

Hitting the Pause Button on the Military

Steve Saideman / February 24, 2014

Last week, I attended the Ottawa Conference on Defence and Security. The two days provided a huge contrast. The retired politicians on day one, Jean Charest of Quebec and Kevin Ruud of Australia, were engaging, insightful, and informative. The incumbents on day two, Rob Nicholson, the Minister of National Defence, and Diane Finley, the Minister of Public Works, were none of these things. Indeed, they were incredibly disappointing. Before moving on, I

need to be clear. This will read like an anti-Conservative screed, but I am not a huge fan of the defence stances of any party. But because the Conservatives are in power, I have higher expectations—with great power comes great responsibility.

Back to the Conference: Nicholson's speech was about as bland and as uninformative as a Ministry of Industry tweet that had been vetted through a 12-step process. I could take few notes and write few tweets as the material he uttered was pretty empty. A later panel, defence analyst Dave Perry quickly demolished most of Nicholson's speech by noting that the government is spending less on defence now, controlling for ordinary inflation (which was being generous since military equipment's inflation is far higher), than when it released the Canada First Defence Strategy.

Chief of the Defence Staff Tom Lawson was put in a difficult position as he followed Nicholson's talk. Because the government has not made any decisions, Lawson could only be vague about potential trade-offs—cutting x to pay for y . However, just the mere utterance of “trade-off” was a huge improvement, a recognition that Canada cannot have it all, that there will be some choices that must be made. Diane Finley's talk was not as inaccurate, perhaps, as Nicholson's, but was chock full of contradictions. My favourite one is that the new procurement strategy will provide bonus points to proposed programs that provide jobs to Canadians (which is swell, especially for courting voters) AND will be aimed at exporting weapons abroad. That is, the new strategy will try to engage in protectionism, favouring Canadian-produced military equipment, and expect that other countries will not respond in kind but instead will buy up these systems (which are likely to be more expensive than alternatives). This is basic trade politics—if you raise barriers to trade, others will do so, too. The reality is that everything is going to be more expensive than estimated, so Canada is going to have to make choices, and make do with less. The Navy will become smaller, as former Chief of the Navy Paul Maddison indicated later. The Air Force is likely to have to cut back on its F-35 (or whatever) order. The Army is already spending far less on practicing war.

The government should be, dare I say it, honest about where things stand. Yes, it is in a difficult spot because the Liberals botched years of defence procurement. There should have been enough planning so that the government would not have to replace the entire fleet and entire set of fighter planes at the same time. I tried to sequence my car purchases so that I don't have to pay loans on two cars at once (except my plans were disrupted by car thieves and poorly driven buses). So, yes, they can blame the Liberals. And they should do so. But the Conservatives have been in government for about eight years, so it is time for them to bear some responsibility and make choices.

Let me propose a stance that could potentially work: Canada is going to have an operational pause, given the stresses of the Afghan mission (and others before it). For a short time, Canada will spend less on readiness (maintenance and training), which will entail some risks but given the pause, the risks will be manageable. We will have to cut the size of the force (since personnel costs represent 50 percent of the defence budget), but responsibly so—instead of

sticking to a symbolic 100k that is entirely unrealistic. We will focus on buying a bit less of what we had hoped, given the escalation in costs of 21st century military kit. Once we make it through this period, we can “re-balance” again and focus on readiness. This makes sense because Prime Minister Harper has learned that significant operations overseas is costly at home and interferes with the priority of the day—message management. He wants a long operational pause so why not justify it via responsible stewardship of the defence establishment. Just as only Nixon could go to China, the Conservatives are best-positioned to make the hard choices on Defence. Can the New Democrats gain votes by trying to be more supportive of the military? Can Justin Trudeau? Probably not.

Of course, the fact that the Ministers could not answer questions at a forum full of active and retired military personnel and other government officials suggests that the Conservatives, for all of their bluster and for all of their negative politics (see the Leslie mess), are actually incredibly insecure. Sure, all politicians are running scared, always seeking votes, but, in this case, the Conservatives could take action and it would make them appear to be responsible. I am sure that most Canadians would be okay with balancing the budget via cutting the military. Just be honest about it and own it. Or not.

Stephen Saideman holds the Paterson Chair in International Affairs at the Norman Paterson School of International Affairs and is a CDFAI Fellow

70th Anniversary of D-Day and the Battle of Normandy

Travel assistance available from VAC to assist D-Day Veterans going to Normandy

To commemorate the historic 70th anniversary of D-Day and the Battle of Normandy, representatives from the Government of Canada, and Veterans and delegates from participating countries will gather in France for a special week of events, from June 5 – 8, 2014. On June 6, the Government of Canada signature ceremony will be held at the Juno Beach Centre. The success achieved in that courageous 1944 campaign was a vital turning point in the Second World War, and is considered a pivotal moment in Canadian history, informing and

further solidifying our national character.

Reinforcements being rushed ashore from HMCS Prince Henry.

Libraries and Archives Canada

Veterans Affairs Canada is offering travel assistance to assist Veterans of D-Day and the Battle of Normandy who wish to attend the 70th anniversary events in France.



All Veterans of D-Day and the Battle of Normandy are eligible to apply and are encouraged to do so as soon as possible.

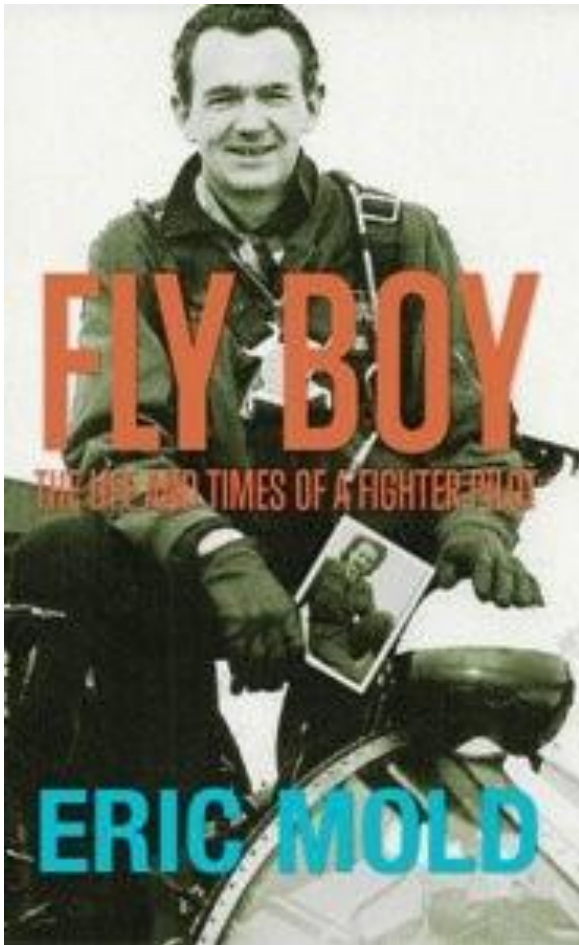
Application Form:

<http://www.veterans.gc.ca/eng/remembrance/history/second-world-war/d-day/travel-assistance>

More Information: <http://www.veterans.gc.ca/eng/news/viewrelease/2076>

Fly Boy

The story of a young boy 'born to fly' and tells of his early days as an Apprentice in the Royal Air Force. By Eric Mold



iTunes: \$6.99

Kobo: \$7.29

235 Pages Illustrated

The story of a young boy fulfilling his dream to fly high speed fighter aircraft. Sprinkled with exciting descriptions of his more memorable flights and vivid descriptions of what some Airforce pilots do when they are not in the air. A must read for anyone aspiring to such a career.

Eric has been a Mess Associate and a great supporter for many years.

He has a few print copies for \$15.00 (plus postage if required).

Contact me at bob.mugford@shaw.ca if you want a print copy.

Fund Raising and Whiskey Tasting

The 15th Field Artillery Regiment RCA and the 78th Fraser's Highlanders welcome you to attend a Fund Raising and Whiskey Tasting event at our Armoury. There will be food, draw prizes, and music.

See poster at the end of the newsletter for more details

RUSI Vancouver Society AGM

RUSI Vancouver Society AGM will be held on Wednesday March 12, 2014 at 1330hrs at Bessborough Armoury.

A separate notice was sent out to registered members earlier today. If you are a member and **did not** get the earlier notice, please email me at bob.mugford@shaw.ca so I can correct my membership list.

Military Ball Renamed

The date for the 2014 Ball has been set for **May 10, 2014 at the Vancouver Hyatt Regency Hotel**. 39CBG is getting more involved in the running of the event and has renamed the Military Ball the 'BC Army Gala'. The Gala website is: <http://bcarmygala.ca/> and tickets can already be purchased on the EventBrite site at: <https://www.eventbrite.ca/e/bc-army-gala-tickets-8508578387> More information can be found, including an order form for direct purchase of tickets, on the Gala website and Gala's Facebook link: <https://www.facebook.com/britishcolumbiaarmygala> Special hotel rates have not yet been announced. Keep watching the website for details.

Ronald Anderson Death Not Counted in Military Stats

Retired sergeant had been diagnosed with post-traumatic stress disorder

CBC News Posted: Mar 01, 2014



Ronald Anderson, 39, had post-traumatic stress disorder, according to his father Peter Anderson. (Oromocto Funeral Home)

Retired Sergeant Ronald Anderson's death earlier this week was the 10th soldier suicide in the country in the past few months, but his death isn't being counted in statistics kept by the Canadian military. Anderson, 39, served with the Canadian Forces for 21 years and was deployed overseas seven times, including two tours in Afghanistan. He died earlier this week of an apparent suicide at his home in Doaktown, NB. Anderson retired last May. He had been diagnosed with post-traumatic stress disorder. But as a civilian, his suicide isn't counted among the deaths tracked by the Canadian Forces. The Canadian military only records and publishes the suicides of serving male regular force personnel. Female suicide numbers are so few they are tracked separately and aren't included in the military's statistics. Neither are suicides by reservists. And the suicides of veterans like Anderson who have left the military aren't tracked at all. That's not right, says Geraldine Lefebvre, who is with the Oromocto Legion. "They should keep the stats on all suicides — veterans, serving members, reservists, retirees," Lefebvre said. "They're probably the only ones who can track it. We normally hear about them through the obituaries or through a friend or family member."

Melissa Sheridan Embser-Herbert, a contract instructor at St. Thomas University, served in the United States military for more than two decades. She says it's tough to hear about the number of soldiers committing suicide in both countries. "It's heartbreaking. It's absolutely heartbreaking," she said. But Embser-Herbert said the public does need to know the numbers to understand whether there's a problem. "At what point does it become a problem?" Embser-Herbert said. "You know, one is problematic. But I think we would agree that as numbers climb, we tend to take things more seriously. So there's simply needing to know: is this just an

aberration, a few people who couldn't cope or is this something really systemic?" According to the Canadian Military there were 10 suicides in 2012, the last year for which statistics were published. But that number is likely higher because it doesn't include any women, reservists or soldiers who had already left the military when they died.

Who is it?



Last Edition. The device shown is a Height and Range Finder, No 3 Mk 6, used by Anti-Aircraft units. It had a crew of 3 men. In the right background are wheels from a 3.7in AA gun and in the left what looks like a gun laying radar set.

This Week's picture This week's awesome (as in the original meaning of 'exceptional', not today's one of 'thanks') photo, from Vic Stevenson's vault, is another gizmo that the museum wishes it had. It's large and it's green, which generally means that, once it becomes obsolete, it gets trashed. As with last week's photo, this was snapped at Albert Head in 1949, while Vic was taking a summer course at the Royal Canadian School of Artillery (Coast and Anti-Aircraft). In fact, the shot was taken on the 19th of June, which was obviously a very sunny and warm day.



So, once again, your task is to identify the item, right down to the mark, and to identify how many personnel it took to operate the device. If you actually operated this gizmo, we'd like to hear your story, too. Answers can be sent to the editor, or to the columnist, John Redmond ([johnd. redmond@telus.net](mailto:johnd.redmond@telus.net)).

From the 'Punitary'

What do you call a chicken crossing a road? Poultry in motion.

Murphy's other Laws

The hidden flaw never remains hidden.

Quotable Quotes

If you don't make mistakes, you're not working on hard enough problems. And that's a big mistake. - *Frank Wilczek*

15th Field Artillery Regiment RCA

&

The 78th Fraser's Highlanders

Fund Raiser and Scotch Tasting Night

The 15th Field Artillery Regiment RCA and the 78th Fraser's Highlanders welcome you to attend a Fund Raising and Whiskey Tasting event at our Armoury. There will be food, draw prizes, and music.

Tickets are \$55.00 per person for those sampling a selection of six excellent Whiskeys selected by the Officers of the Mess, or \$25.00 if you are only having beer, wine, or soft drinks from our No-Host Bar.

Only 50 tickets will be sold for the full whisky fleet!

Dress is business casual. Kilts, of course, are welcome.

DATE: Friday March 7th, 2014

TIME: 1800 hrs – 2300 hrs

LOCATION: 15th Field Artillery Regiment RCA
2025 West 11th Ave Van, BC V6J 2C7

TO RESERVE YOUR TICKET CONTACT:

LCol James Barrett

Cell: (604) 916-1766

E-Mail: barrettjd007@gmail.com

Reserve your tickets early to not miss out on a great night!

All profits will go to support the activities of the 15th Field Regimental Society. Tax receipts will be issued for all donations on request.



*The
British Columbia
Army Gala
2014*



Celebrating
A LEGACY OF SERVICE
Dinner and Dance

Come and enjoy a distinctive evening of fun, friendship and tradition. The BC Army Gala is open to anyone who has served, is a friend of the military or who wants to have an enjoyable evening with a unique group of people!

DO NOT DELAY. LIMITED SEATING AVAILABLE!

Venue: Hyatt Regency Vancouver
Date: Saturday 10 May, 2014
Time: 7 p.m. 'till late
Dress: Mess Kit, Black Tie or equivalent



For all ticket information, including Early Bird Specials, please visit the BC Army Gala web site or phone (604) 225-2520 ext 2496.

www.bcarmygala.ca

Thailand Curry Lunch



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

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



- Date:** Thursday, February 27, 2014
- Time:** 11:45 am - 1:30 pm
(bar opens at 11:45am)
(lunch starts at 12:25pm)
- 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 February 21, 2014)
- RSVP:** For more information or to register, please contact Bill Diamond at 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 February 21, 2014

NEXT PLANNED LUNCH: Thursday, March 27, 2014