



## Van Arty Association and RUSI Van Members News Sept 5, 2017

Newsletters normally are emailed on Monday evenings. If you don't get a newsletter on time, check the websites below to see if there is a notice about the current newsletter or to see if the current edition is posted there. If the newsletter is posted, please contact me at [bob.mugford@gmail.com](mailto:bob.mugford@gmail.com) to let me know you didn't get a copy.

**Newsletter on line.** This newsletter, and previous editions, are available on the Vancouver Artillery Association website at: [www.vancouvergunners.ca](http://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** - We serve a great 5 course buffet meal for only \$20. Hope to see you all there. Attendance has been down recently. Most of our regular attendees, who are retired, are slowly fading away and the next generation seems, by and large, to be too busy to attend. Guests are always welcome and we encourage members to bring their significant others. Dress - Jacket and tie, equivalent for Ladies

Renovations in the Officers Mess have started and are expected to take all summer (if not longer). During renovations, lunches will be held in the WO & Sgts Mess.

**Upcoming events – Mark your calendars** See attached posters for details.

**Sept 09** - WO & Sgts Mess Dinner

### World War 2 - 1942

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

**Sept 6<sup>th</sup>:** Rommel learns of massive reinforcements coming for the 8<sup>th</sup> Army, and starts constructing thick defences of his own. Novorossiysk falls to 11<sup>th</sup> and 17<sup>th</sup> Armies from Army Group A.

**Sept 7<sup>th</sup>:** 600 Marine raiders land near the Japanese base at Taivu on Guadalcanal and cause considerable disruption and delay to the forthcoming Japanese offensive.

**Sept 8<sup>th</sup>:** Australian forces are pushed back again over the crest of the Owen Stanley Mountains. General de St Vincent, the Vichy governor of Lyons, is relieved of his position for refusing to arrest Jews in his district.

Sept 9<sup>th</sup>: Hitler sacks List from Command of Army Group A and decides to direct it personally from his HQ inside Germany. The Japanese reinforce Guadalcanal with their 2nd Division under General Hyakutake. A Japanese float plane launched from a submarine starts a small

forest fire in rural Oregon – take that you American devils! (The Japanese will shell an oil refinery in California and a lighthouse in British Columbia without major effect in WW2, but the idea of igniting major forest fires stays with them. Later in the war they will release between 9-10,000 fire balloons in the hope of causing such in North America).

**Sept 10<sup>th</sup>:** British involvement on Madagascar escalates and additional landings are made at Majunga. Convoy ON-127 gets attacked by a U-Boat Wolf Pack over the next four days in the Mid-Atlantic “Black Hole” (where air cover is absent), one of the 13 U-Boats will be damaged and 13 Allied ships will be sunk. A big RAF raid on Dusseldorf sees 476 bombers drop over 100,000 incendiaries.

**Sept 12<sup>th</sup>:** U156 sinks the passenger liner Laconia then directs the rescue of survivors (Italian POWs and the wives and children of British servicemen), two other U-Boats answer U156’s SOS and lend assistance until an attack by an American B-24 ends the rescue, forcing the U-boats to submerge and flee: Doenitz orders that no U-Boat ever do this again. The tough-minded and stubborn General Chuikov takes command of 62<sup>nd</sup> Army in Stalingrad but its holdings have now shrunk to 50 square km. The Japanese 35<sup>th</sup> Brigade begins attacks on ‘Bloody Ridge’ in Guadalcanal.

## **The War Diary of C31 L/Sgt Charles D Phelan, A Battery, RCHA 1939 - 1945**

*Edited by BGen (ret’d) Robert P (Bob) Beaudry CD*

### **Chapter 21. Wales, Christmas, and Day Turns into Night**

**12 - 13 Dec 1942.** The road party left Glynde for Wales. I rode in Y, with Jim Coghlan, a new ack from Borden. We overnighted in Cirencester, and reached Pendre Camp, on the outskirts of Builth Wells, at 1630 hrs on the 13<sup>th</sup>. Our quarters were part of the regimental camp consisting of a large number of Nissan huts set in a sea of mud.

**14 - 16 Dec.** We fired a series of anti-tank, battery, and regimental shoots, and a divisional shoot. Emphasis was on “fire and movement”, and we leapfrogged all over the ranges. It rained every day with mud everywhere, even on the tops of the mountains. I thought the top of a mountain would be the last place to expect to see a marsh, but not in Wales! The highlight of the camp was the divisional turnout. We had set up the Bty CP in a quarry, passed line to the troops, and awaited the night’s work. At 0100 hrs we still had no orders, except for Shellreps coming in from the OPs. Then Col Lane came in, soaked to the skin, to see how we were doing. He had been up to the OPs and was really drenched.

Business began to perk up in the middle of the night. From the shelling reports several enemy batteries were plotted on the arty boards. Then data began to come down for a 21-line barrage, and we really got busy, completing the barrage data with a few minutes to spare. Then the guns went into action. During the barrage, somebody at RHQ called on A Bty to engage a number of M and U targets. This should have been given to C Bty which was superimposed, but we did

the job. Later we were complimented on our work, as the first shells of the barrage landed exactly where the Chief IG had pinpointed.

**22 Dec.** We prepared for the trip back to Glynde. The guns and heavy vehicles were loaded on a train and the light vehicles prepared for the road trip.

**23 Dec.** The road party pulled out at 0500, planning to get back to Glynde in one jump. Hugh Page and I travelled in the back of Y, and we made good time, arriving at 2100 hrs and happy to be back in our own billets.

**24 -26 Dec.** On Christmas eve, Jim Coghlan and I went to Brighton to visit some relatives of his. We spent the evening drinking tea and swapping tales, and turned in at midnight. The next afternoon we sat down to a delicious Christmas dinner. We had our fill of turkey and pork, roast potatoes, Brussel sprouts, etc, and Christmas pudding. The Army dinner was served on Boxing day. The NCOs and Officers served the meal of beer, turkey, beer, pork, beer, spuds, beer, sprouts, beer, and pudding. A pretty decent meal. The CO, as well as the GOC's message, intimidated that we would see action in 1943. So ended our fourth Christmas overseas. It could have been a lot worse.

**7 Jan 1943.** I went back to RHQ for a few days to finish the Survey Course. The class had dwindled to just five. Lt Campbell was now doing Adjutant, and the new RSO, Lt Owen, kept pretty well out of sight. The course pretty well conducted itself. Once in a while we got ambitious and worked out a few problems.

**13 Jan.** We were pleased to be sent back to our batteries. We had accomplished nothing. In the afternoon several Focke-Wulfe 190s roared overhead. They were flying just at treetop level. It turned out these were part of a raiding party which had made a quick sortie over the area. The greatest damage was in Lewisham, where a school was bombed, killing 48 children. The Jerries lost 15 planes.

**14 Jan.** The new CRA, Brig Matthews, inspected the troops. He made a quick job of his inspection, thus making himself comparatively popular.

**17 Jan.** The Regiment began the screwiest scheme of all time. We turned night into day! We had breakfast at 1930 hrs, followed by "morning" parade at 2030 hrs. Dinner was at midnight, followed by "afternoon" lectures. Supper was at 0500 hrs, and lights out at 0600 hrs. The syllabus changed from day to day, but continued in the same vein. What a setup!

**18 Jan.** BHQ and A Tp were on a night exercise, armed with blank ammo for the rifles, thunder flashes and smoke generators. As I now pack a revolver, I was delegated to handle some of the thunder flashes. These would delight the heart of a young boy, as they did me. They are ignited by striking against a match box or similar material. In a few seconds, they explode with a terrific noise and a brilliant flash. Despite the fact that there were only 16 BHQ

men and about 40 A Tp men, Lt Drafton decided that A Tp would occupy a position and BHQ troops would try to overwhelm them. The night was pitch black and rain fell intermittently. We crept over the muddy moor towards our objective, slowly and damply, for a couple hours without results. Some of us got separated from the rest. Seeing a flash of light behind us, we decided it must be A Tp, and scattered in all directions. I soon saw that a large party was working up the road. I walked up to the rear of the party. Stopping, I lit a thunder flash and hurled it. It landed in the middle of the party and fizzled out. My VC, which I'd have won in action, became a leather medal. Just then, Lt Drafton spoke up out of the darkness: "All right, A Tp, you're surrounded", and sure enough there were a dozen of us around them. We decided that the battle was over and the roll was called. It was found that several were missing, so as a signal and to amuse ourselves we fired off all the thunder flashes. Finally we struggled back to camp and the strays wandered in. So ended our night into day week.

## Chapter 22. Exercise "Present"

**17 Feb 1943.** The Regiment move off to take part in a large-scale exercise. The whole Division was out, and we were all travelling as per war establishment. All day long while we waited in a dispersal area for move orders, our only activity was brewing up the inevitable tea. We Canucks have become completely converted to our tea drinking, and we brewed up whenever we had a few minutes halt.

**Feb 18.** In the morning we had a hot breakfast and then we pulled out, travelling a few miles to take up positions in a pasture. A short time later we moved again. We set up our CP right at a farmer's back door. We had hardly got unpacked before we had the farmer's wife boiling a pot of water for our tea. I imagine she felt a little less friendly a couple of hours later when we knocked down a board fence on the way out. One of the quads got hopelessly mired in the lane and another quad had to tow it right through the fence, smashing it to kindling. We moved a few miles and took up a new position. Night was coming so we erected our tarp over the back of Y and H (a new 18cwt truck). The cookhouse truck finally arrived at 2330 hrs to dish out "supper".

**19 Feb.** Around 0400 hrs we got orders for a dawn fire plan. They were all concentrations so we had them done in a hurry. In the morning we prepared to move, but it turned out that the infantry was running into heavy opposition, so we got a bunch of additional targets. At dusk we got word that the infantry was getting ready to retire, so we thought the scheme might be over. Sure enough, at 2330 hrs the Major arrived to tell us to pack up. Within a half hour of getting the Cease Fire", we were on the road.

**20 Feb.** We travelled at a fast clip and reached our billets about 0330 hrs. There was a rum issue, about 1 oz, using a HE fuze cap as a measure. The next morning, we started to do maintenance on our equipment. During the scheme, much of our spare time was spent discussing the war and our chances of getting into action. The general opinion was that we

would soon see action, but the theatre of action was the source of endless argument. Some felt we might go to Tunisia, where the Americans have taken quite a beating. The other popular idea was that we will spearhead an invasion of Europe, and I am inclined to bet on that theory. One thing is certain – something is going on around here. Too many things are hanging fire for there not to be something behind it. ‘Nough said. “The walls have ears”. We’ll see.

## **The US Army is Now Testing Chrome-Plated Howitzers**

Jared Keller Gear & Tech August 30, 2017



*Marines with Battery K, 3<sup>rd</sup> Battalion, 11<sup>th</sup> Marine Regiment, fire an M777A2 Howitzer in the Quackenbush Training Area aboard the Marine Corps Air Ground Combat Center, Twentynine Palms, Calif., Dec. 3, 2016, during the Regiment's "Top Gun" competition. Photo via DoD*

Ah, chrome: Go-to bedazzlement of newly-rich rappers, poisoner of American children, preferred battle paint of the ghastly War Boys from *Mad Max: Fury Road* — and now, apparently, the latest secret ingredient in the US Army’s beastly howitzers. The Army announced on Aug 30 that engineers at the Watervliet Arsenal in New York are working on incorporating chrome plating into the manufacture of the 155mm M777A2 howitzer developed with the Marine Corps. The first steel-barreled M777s were fielded in 2005 as a replacement for the aging M198, but the branch’s 100 new full-bore chrome tubes is expected to boost each howitzer’s lifespan by up to 50%. OK, sure, a chromed-out howitzer bore is not the same conspicuous consumption as 30-inch rims or, uh, an entire can of Krylon. But the Army believes that increasing the life of each barrel will minimize the frequency of maintenance and improve the readiness of artillery troops without abandoning the accuracy, stability and range (30 km, *what what!*) that made the M7777 such an appealing upgrade in the first place.

The Department of Defense has been eyeing chrome tubing for the M777 for more than a year, test-firing six pilot-production 155mm tubes at the Marine Corps Air Ground Combat Center at Twentynine Palms, California, in May 2016. At the time, the gun crews from the 3rd Battalion, 11th Marine Regiment tasked with firing off 50 charges and inspecting the artillery found the chrome barrels “prevented [a] buildup of residue within the bore during controlled testing ... [allowing] the gun to fire top-zone charges in succession without the need to fire a lower-zone charge to clean out the barrel.” “It’s a lot easier to clean than the old steel tubes because they would cake up, while the chrome lining tends to shed off residue a lot easier,” Sgt Brian Smart from the 3/11 said at the time. “In theory, we could be able to use these tubes almost indefinitely before they start to wear down.” Thanks to new production efforts at the

Watervliet Arsenal — the project “will exercise most of the arsenal’s critical manufacturing skills,” Watervliet’s director of operations told the Army — these new tricked-out howitzers could see action downrange as soon as 2019. “Although chrome plating on weapon systems is not new, what is new is that full-bore chrome barrels for the M777 gun only began testing in 2013,” arsenal product manager George Roach said in a statement. “To date, we have only manufactured 15 full-bore chrome barrels and with these orders, we will now be able to go from prototype development and limited production into full-rate production.”

## **Is It Time the CF Developed a Full-Service Rapid Response Brigade?**

Anthony Furey, Postmedia Network August 27, 2017



*Canadian military personnel during a military police deployment at 8 Wing/CFB Trenton, Ont. Friday, March 6, 2015.*

*Jerome Lessard/QMI Agency*

The Canadian Forces should develop a new brigade that can take on sea, land and air

roles all in one, a new paper recommends. A tri-service rapid response brigade, as it’s called, would be a ground-breaking endeavour that rolls in all the current and traditional capabilities of the Canadian Forces as well as new measures like attack helicopters, drones (both armed and unarmed), cyber warfare specialists and more. It would be built upon the current training models and performance levels of the Joint Task Force Two and the Special Operations Regiment. “Canada neither needs nor can afford a large general service military,” the paper, Canada’s Defence Policy: Now Taking Off, argues in one section of a broader study of the latest defence policy review. “What it can develop and maintain are smaller units consisting of highly-trained personnel with multi-modal capability.”

The idea for the rapid response brigade came from speaking with senior NATO figures who said Canada’s allies would really benefit from us having such a capability, explained the report’s co-author Brian Hay, a retired Major in the reserves and current vice-chair of the Mackenzie Institute, a national security think-tank. “Many military conflicts today are going to be fought on a smaller unit basis,” Hay said in a phone interview. “We’ve got to have the capability of standing alone if they have to do so.” While other countries have similar initiatives, the closest comparison is the U.S. Marine Corps. This new brigade could do a range of activities from disaster relief to fighting terrorism. “We’re trying to encourage broader thinking and outside-the-box approaches,” Hay added. Canada’s defence policy review,

announced by the government in June, pledged to increase defence spending to inch towards our NATO commitments as well as increase the head count of both the regular and reserve forces by the thousands. But there was no plan that came close to this one. The current and former Canadian Forces members I spoke to were all supportive of the general idea.

One veteran who served tours in Afghanistan stressed we need to break away from the regimented system and move to more blended training and battleground operations. A former platoon commander was enthusiastic but skeptical about the implementation due to what he called the Canadian military's "institutional lethargy" and "lack of inertia that is profound even by federal government standards." This notion, that change at the military, when it even happens, does so at a snail's pace is nothing new but an even bigger stumbling block for an ambitious project like this. Spencer Fraser, a former military officer and defence industry executive who is currently CEO of Federal Fleet Services, said "the challenge we've always had in Canada is the elements have been piecemeal deployed." One example he cites is when the army is deployed abroad but becomes part of a UK brigade. "Canada can cobble together high readiness units ready to go — and very professional ones — but if we were told to put together a fighting brigade to go to the Korean Peninsula, we'd have a difficult time," said Fraser. The paper, also authored by Honorary LCol Matthew Gaasenbeek III, acknowledged the logistical challenges — predicting it would take a decade to get this up and running in a non-wartime environment. That's certainly no reason not to try, though. It's an idea that should be seriously considered. "We have an air force that's an air force. An army that's an army. A navy that's a navy. And they support each other when they can," said Hay. "But when you're in a conflict, you're in it together."

## **XP-55: An Highly Unusual WWII Aircraft Design**

Doesn't look like it should even fly! The Vintage News  
Nick Knight Jun 10, 2016

*Curtiss XP-55 Ascender in flight*



On November 27, 1939, the United States Army Air Corps issued a requirement for unconventional aircraft designs. The requirements of Proposal R-40C, issued by the United States Army Air Corps were 'to be created a fighter outperforming all existing models in speed, in the rate of climb, maneuverability, armament, pilot visibility, and also an unconventional aerodynamic configuration. In addition, the fighter was required to have a low initial cost and had to be easy and inexpensive to maintain. The Curtiss-Wright XP-55 Ascender prototype interceptor fighter built by the Curtis – Wright company was the answer to these requirements issued by the United States Army Air Corps. The Curtiss XP-55 Ascender is perhaps best known of the three pusher fighters (the others being the Vultee XP-54 and Northrop XP-56). The tail-first Curtiss XP-55 was certainly highly unusual design for its time, it had a canard configuration, a rear

mounted engine, swept wings and two vertical tails. At first, the XP-55 used an experimental Pratt & Whitney X-1800 engine, but the engine project was cancelled, and because of that it used a more conventional Allison V-1710 engine being used for the first time as a pusher. It was a V-type, liquid-cooled engine, which produced a takeoff power of 1,275 hp.



*Curtis XP-55 Ascender side view.*

On July 13, 1943, the first XP-55 was completed and performed its first flight on July 19, 1943, at Scott Field Air Force Base, not far from the Curtiss-Wright factory in St. Louis. The first flight showed that the aircraft experienced stability problems and that the takeoff run was excessively long. Now they had to increase the size of the nose elevator to about fifteen percent for subsequent flights and to interconnect the aileron up trim with the flaps. During stall tests on November 15, 1943, the XP-55 flipped onto its back. The engine quit and nothing the pilot did could break the stall. After a perfectly stable fall of 16,000 feet, the pilot, J Harvey Gray, bailed out safely. The XP-55 was destroyed during this spin tests at St Louis.

*in Kalamazoo, Michigan.*

Now it was necessary to correct the design. On January 9, 1944, the second XP-55 was flown in St Louis. It was similar to the first but the elevator tab systems were modified, and it also had a larger nose elevator. The third XP-55 was improved in its stall characteristics by the addition of four-foot wingtip extensions, and by increasing the limits of the nose elevator travel. It flew for the first time on 25 April 1944. The trials indicated that the XP-55 at low speeds and during landings the aircraft was very unstable. The pilot, Russ Schlee, commented that it was terribly unstable and that if you took your eyes off the horizon for a moment, even in the landing pattern, the plane would drift wildly off course.



*On display at the Air Zoo*

XP-55 was often inferior to that of more conventional fighter aircraft, having a top speed of 390 mph at 19,300 feet. Service ceiling was 34,600 feet, and it could reach 20,000 feet in 7.1 minutes. The third prototype survived the testing program but was destroyed in an accident on May 27, 1945, at Wright Field, Ohio. Not only was the aircraft destroyed but the pilot was killed as well as a passing motorist. Although XP-55 failed to reach production it contributed a lot to advancing technology. An example of the XP-55 Ascender has been preserved by the Smithsonian Institution for display in the National Aerospace Museum.



## Vancouver Artillery Association Yearbook Updates

The war diary updates from 100 years ago continue and we've added war diaries from 78 years ago as 85 Battery is activated for World War II. Check them out at

<http://www.vancouvergunners.ca/whats-new>

We've added a new feature called "What year was that?" to assist in sorting out the dates on many of our photos. Check it out at: <http://www.vancouvergunners.ca/whatyearwas that.html>

A couple of photos from the smoker in Yakima in 1977.

<http://www.vancouvergunners.ca/1977.html>

A Mess Dinner in 1982. <http://www.vancouvergunners.ca/1982.html>

A Mess Dinner in 2015. <http://www.vancouvergunners.ca/2015.html>

A Mess Dinner in 2016. <http://www.vancouvergunners.ca/2016.html>

Lest we forget - Sergeant Claude Rogers – 30

Lest we forget – Major James Sutherland – 28



August 1941

August 1944

Keep those stories and pictures coming! Contact Leon Jensen at [LeonJ1@hotmail.com](mailto:LeonJ1@hotmail.com)

## Who Is It

*Two weeks ago - Doug Knight (Guns of the Regt) finally chimed in, he says the gun shown is definitely a 9pdr RML*

**Last Week:** Those are 3.7" AA guns, from a Troop of the 28<sup>th</sup> AA Regt RCA. The 28<sup>th</sup>



deployed troops of heavy guns ( 3-4 guns and a radar unit in each) on Lulu Island, near Oak and 41<sup>st</sup>, on the hillside in Lynnmour in N Vancouver, in Burnaby and on the heights in White Rock, but they could not live fire from those locations (unless there was an attack by enemy aircraft) as they were surrounded by residential areas. There were several sites where the Regt

redeployed AA guns for live firing practise – Spanish Banks(Bofors), Kitsilano Beach, Ft Steveston and Ambleside Park (also base camp for N shore Gunners) are definite sites and there must have been a beachside site in the White Rock area. This picture is Kitsilano Beach on the west facing beach between the pool and the area where the Maritime museum and the Planetarium are located today. Ferguson Point is visible in the middle left background. This picture has a good shot of the leading ammo number inserting the fuze into the fuze setter, being operated by the standing gunner fourth from the left. Since this was live firing practice for the detachments they operated the guns without auto loaders (if they even had them at this time). It is almost impossible to get an exact date and it could have been anytime after 1942 but before wars end in 1945. The 28<sup>th</sup> AA Regt also deployed troops of Bofors guns to Boundary Bay and Sea Island Airports, Ft Pt Grey and Stanley Park. Late in the war, the Army reduced or

removed the detachment from some of these areas. At Ft Pt Grey, only the Bofors guns were left and the 6" gun detachments were told that they could man them in the event of aerial attack.

**This Week:** The weather in Vancouver has been hot and dry this summer, with almost not a drop of rain in months. This week is particularly hot, arranged to be so by the gods in order to punish teachers and students for their slothfulness these past two months. So, what better way to cool down than to show a winter scene? Well, it is a partial winter scene. On a crisp, cold day, in a snow-covered vehicle park, a young cadet sits in the cabin of a denizen of that park.



Your task, cool beer in hand (or maybe my mess favourite: Rose's Lime Cordial and Sprite), is to accomplish the following tasks.

1. Identify the vehicle.
2. Identify the location.
3. Based on #2, identify the cadet corps, and state what was unusual about their dress and insignia.
4. That's enough.

So, cooled-down enthusiasts, send your answers to the sweltering editor, [bob.mugford@outlook.com](mailto:bob.mugford@outlook.com) or to the heat-prostrated author, John Redmond

([johnd.redmond@telus.net](mailto:johnd.redmond@telus.net)). If you have some photos of this vehicle, we'd love to see them.

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

Where do fortune tellers dance? At the Crystal Ball.

### **Murphy's Other Laws**

No project ever gets completed on time or within budget

### **Quotable Quotes**

A politician is a fellow who will lay down your life for his country.

~Texas Guinan. 19<sup>th</sup> century American businessman

WO & Sgts ANNUAL MESS DINER

**The Regimental Sergeant-Major  
Warrant Officers and Sergeants  
of the 15<sup>th</sup> Field Artillery Regiment,  
The Royal Regiment of Canadian Artillery**

*Cordially invite you  
to their*

**ANNUAL MESS DINNER**

**Saturday, 9<sup>th</sup> September 2017**

**Cocktails: 18:00 hrs Dinner: 19:00 hrs**

*To be held in the*  
**Warrant Officers' and Sergeants' Mess  
Bessborough Armoury  
2025 West 11<sup>th</sup> Avenue  
Vancouver, BC**

RSVP required by 30<sup>st</sup> August 2017  
to the Mess Treasurer, (*Sgt Cooley*)  
2025 West 11th Ave,  
Vancouver BC V6J 2C7  
Email: [james.cooley@forces.gc.ca](mailto:james.cooley@forces.gc.ca)  
Telephone: 604-666-4331

Dress Mess Kit/Formal  
Ticket price: \$60.00  
Cheque payable to 15<sup>th</sup> Field  
Warrant Officers' and  
Sergeants' mess. Pay at the  
door or mail in payment



## Wednesday Lunches

Have you been down to Bessborough Armoury lately?

When was the last time you were at the

15<sup>th</sup> Field Artillery Regiment Officers' Mess?

Did you know that the Mess continues to offer a fine lunch  
every Wednesday at 12:00?

For \$20.00 you get a 5 course meal and the opportunity to reconnect  
with your Gunner friends and other guests.

Business attire expected.

*The Regimental Museum opens at 10:00 every Wednesday.*



## Warning Order Yorke Island Work Party

**Autumn 2017** (Date to be confirmed)

Includes information session, trail clearing,  
infrastructure assessment (more details to follow)

Send Leon an email if you're interested.

p.s. – always looking for sponsors to help defray the cost for those volunteers unable to meet  
the costs associated with the adventure. (ferry costs, lodging, meals, etc)

