



Van Arty Association and RUSI Van Members News May 9, 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 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 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

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

- May 13** - 15 Field Arty Regt Change of Command **Note change of venue**
- May 14** - Point Atkinson Tour
- May 25** - BCR Lunch
- May 31** - **CareerConnect** comes to Vancouver

World War 2 - 1942

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

May 10th: General Sharp gives the command to Allied forces on Mindanao to surrender, a few small groups ignore this and go guerrilla, but the majority obey the command and the Philippines are now solidly in Japan's hands.

May 11th: The British rearguard has to fight an action at Kalewa on their trip to Imphail. Canada's Parliament approves of full conscription – but won't send conscripts overseas. Three RN destroyers are sunk near Crete by air attack.

May 12th: The Soviets launch a renewed offensive on Kharkov. There is a trial run of the new facilities in Auschwitz as 1,500 Jews are put through the new gas chambers, but the Sobibor test run works even more efficiently as 2,600 Jews are efficiently murdered.

May 13th: Soviet troops begin evacuating from Kerch on the Crimea, and about 80,000 will get to safety before the pocket collapses.

May 14th: American naval code breakers get their first intimation of the Japanese planning for a Midway offensive.

The 105mm M119 Howitzer Platform Gets a New Muzzle Brake Design

Lauren Poindexter, Picatinny Arsenal Public Affairs February 15, 2017



The M119 105mm howitzer, outfitted with the LBOP muzzle brake, ready for live-fire testing at the Yuma Proving Ground in Arizona.
(Photo Credit: Courtesy)

PICATINNY ARSENAL, N.J. -
- Engineers from Watervliet Arsenal have designed a 105mm low blast overpressure muzzle brake, or LBOP. It's the first

large calibre muzzle brake designed specifically for an existing gun system. Muzzle brake designs for large caliber have historically been for brand new cannon designs, but the LBOP was designed around the existing M119 howitzer platform. The designs are being developed at the Armament Research, Development and Engineering Center's Benet Laboratories at Watervliet.

A muzzle brake achieves recoil reduction by redirecting propellant gasses rearward, explained Robert Carson, LBOP design engineer. It's similar to the thrust reversal used during the landing of a jet plane when the jet plane's engines redirect engine exhaust forward to reduce the jet's forward momentum. The more efficiently a muzzle break redirects propellant gasses to the rear of the gun, Carson explained, the greater the reduction in the recoil. "It is important to the gunner because it allows them to be more lethal by sustaining [a] higher number of rounds fired per day," said Alan Ng, LBOP program lead, "because the blast overpressure from this new muzzle brake that is experienced by the artilleryman is significantly lower." The LBOP muzzle break also reduces the auditory and non-auditory health hazards -- compared to the current muzzle brake on the M119, according to Carson. "The reduction in impulse noise [blast overpressure] varies between 13 percent to 48 percent at various quadrant elevations and crew locations," Ng said. The 105mm LBOP muzzle brake would be used with the M119 Towed Howitzer during shorter range howitzer missions and training. The M119 Towed Howitzer is designed specifically for this 105mm M20 cannon, but the technology can be engineered for other cannon platforms, such as a 155mm.

Family Finds Rare 200-Year-Old Flag from the Battle of Waterloo

Niall Joyce 28 April 2017

A Collier Row father and son who deal in antique military memorabilia have unearthed one of only two known flags from the Defence of Hougoumont during the Battle of Waterloo.



90per cent of the flag is intact.

Pic: Luke Lawrence

Gary Lawrence, 58, who runs an online business called Waterloo Militaria with his son Luke, made the discovery when he bought a box of items at an auction in America and quickly realised he had a historically significant item in his hands. Gary, from Collier Row, said the find was “unbelievable” and thinks it is even rarer than the only surviving flag

from the Battle of Trafalgar which sold for more than £300,000 in 2015. “It was lost and we found it at an auction in June,” said Gary. “There was a couple little bits in there and we new it was an early British flag and we knew pretty soon it was very, very important. “We’ve had quite a few experts look at it and confirmed it was one of the battle flags carried at the Battle of Waterloo. “There are no other flags found from that battle, Hougoumont was the most important and exciting part of the Battle of Waterloo.”

*2nd Coldstream Guards 15th company
flag from the Battle of Waterloo.*

Pic: Luke Lawrence



The flag was carried by the 2nd Coldstream Guards 15th Company during the battle in June 1815 and is only one of two known flags to be taken to the battlefield. Despite being in fragments it is estimated that 90per cent still exists. The flag is now with the conservation

team at the V & A Museum and Gary and Luke will go to the museum to help piece it together before it is put up for auction. Gary said: “I’ve been dealing and playing about with military items for the past 30 years and I don’t think I’ll find anything like it again – it’s like finding Napoleon’s hat. “We’ve had some good finds but after this it doesn’t get any better.”

The Next Big Thing in AR-15s at the NRA Annual Meeting

Matthew Moss May 2, 2017

An interesting new entry into the AR-15 market was unveiled at the NRA’s annual meeting last weekend in Atlanta. Oklahoma-based F&D Defense rolled out an innovative folding rifle that appears to remedy one of the AR’s main shortcomings. The AR-15 has a buffer tube that

extends back into its stock, which prevents the use of conventional folding-stock designs, like those seen on some AK-pattern rifles. In the past, manufacturers have addressed this by using a gas piston system, rather than the AR-15's classic direct impingement operating system; the most famous of these variants is perhaps Sig's MCX series of rifles. This removes the need for a buffer tube and allows a traditional folding stock to be fitted. Other producers, such as Law Tactical, have developed adapters that essentially separate the buffer tube and receiver, allowing a stock to fold.



F&D Defense's XAR (Folding Automatic Rifle) comes at the age-old problem from a very different angle. Instead of folding the stock, the XAR's barrel folds. F&D claims in its press release that this will allow "the rifle to fold in half on its axis, be stowed, and then quickly deployed again." Unlike

other AR-15 takedown systems, F&D's is fully enclosed, with all parts of the rifle remaining connected and ready for rapid deployment. While the system seems promising, it immediately begs the question: Does it retain its zero and accuracy? F&D Defense claims it does, boasting of the XAR's barrel extension and receiver seat, as well as the secure lock-up provided by the latch system. While F&D promises that "the folding mechanism is built to last the life of the rifle, and the rifle is built to last for generations." This remains to be proven once the XAR is out in the wild for testing. The latch system, mounted on the right side of the rifle, is set into the fore-guard and uses a levered claw that locks into the weapon's receiver. It is made from drop-forged alloy steel, and F&D Defense claims that there is little chance of the system coming unlatched during use, noting that it requires a cartridge or spent case to lever the latch open. The XAR's barrel becomes the longest part of the collapsed rifle, so depending on the length of your rifle's barrel, the weapon can easily be stored in a small bag or case.



F&D's enclosed system is currently only being offered as a full rifle package, known as the XAR Invicta — and unlike Law Tactical's folding-stock adapter, it cannot be retrofitted into a pre-existing rifle. F&D Defense is best known for its AR-10 platform rifles, but the XAR will first be available in the more popular 5.56x45mm AR-15 configuration. With the AR-15 market currently inundated by rifles from dozens of manufacturers, F&D is attempting to bring something new to the market, gambling that an innovative design will set the company apart from its rivals. F&D is looking to ship the rifle in the summer of 2017; exact release dates and retail prices have yet to be announced.

RCAF Remains “very optimistic” About CH-148 Cyclone program

Commander at Shearwater is optimistic that the program will be very good in the long-term.
Vertical Magazine Lisa Gordon 26 April, 2017

In spite of the fact that his pilots are currently grounded, the commander of 12 Wing Shearwater in Nova Scotia remains optimistic about the future of the CH-148 Cyclone as Canada’s new maritime helicopter capability. Col Peter Allan told *Vertical* on April 21 that both Cyclone manufacturer Sikorsky and BAE, which built the helicopter’s flight control system, are “fully engaged” in the ongoing investigation into a March 9 incident that saw a Cyclone experience a “momentary change in the descent rate” during a training mission. While on the downwind approach to the Shearwater airfield, the 12 Wing crew experienced what the aircraft commander later described as “the feeling of driving too fast over a very big speed bump.” At the same time, two advisory lights illuminated in the cockpit to indicate an issue with the flight control systems. Although the lights went out almost immediately and the helicopter landed with no damage or injuries, an investigation was launched. “Normally you’d think you went through turbulence, but with the simultaneous illumination of the lights, we had to dig further,” explained Allan.

Data downloaded from helicopter indicated there had been some incident in the flight control system, prompting the commander of 1 Canadian Air Division to suspend flight operations for the fleet of CH-148 helicopters on March 12, pending an investigation into the occurrence. “We don’t have a definitive answer yet. They were working in two separate labs trying to replicate the fault in the aircraft,” continued Allan. “We’ve had a few technical updates in the last week and they are making progress on figuring out what the issue is and what it means to the aircraft. However, I don’t have a timeline yet as to when they will have a resolution.” While awaiting the investigation findings, Allan said 12 Wing personnel remain focused on training enough aircrew and maintenance technicians to support the CH-148 when it officially takes over from the long-serving Sikorsky CH-124 Sea King, the last of which is set to retire by the end of 2018. “We’re marching forward. My pilots aren’t flying, but that’s the only impact it’s having right now,” commented Allan. “The schoolhouse is still going full bore. The technicians are all training. The back-end crews are still training because they’re in a phase where they are in ground school and using simulators. We front-loaded ground school and simulation for the pilots; we’re making up where we can.” He confirmed the goal is still to reach initial operational capability (IOC) with the Cyclone by the spring of 2018, although he acknowledged it’s hard to predict how the current operational hiccup will shake out. “The trick will always be how long it will take to implement the fix, once it has been identified.”

Prior to the March 9 incident, Allan reported that the Cyclone program had been making good progress. “Over the course of the last year at Shearwater, we flew 488 hours on the Cyclone from April 2016 through March 2017,” he said. “We had steady growth in the flying rate. We culminated in February 2017 with 80 hours in the month. Those are largely test and evaluation hours but some training, too.” The Royal Canadian Air Force (RCAF) has now accepted a total of 11 CH-148 Cyclones. The first six Block 1.0 aircraft have all been returned to Sikorsky for

upgrades, leaving five Block 1.1 helicopters at the base. Two of those were signed back to Sikorsky to support the training center. The remaining three are operated by 12 Wing's Helicopter Operational Test and Evaluation Facility (HOTEF), which is responsible for operational testing of the new helicopter. Over the last year, HOTEF has completed preliminary evaluation of the majority of sensors on the Cyclone. "We have a good sense of what the sensor suites are capable of and how they will operate," affirmed Allan. "We've taken a couple of small deployments with the aircraft to prove all the connectivity and systems required to support the helicopter away from base — doing the mission planning, relying on connection to servers, etc. — and we've demonstrated some good success."

Earlier this year, Sikorsky completed another session of shipboard helicopter operational limitation (SHOL) testing with the Canadian navy, which saw the Cyclone operate in "ugly" Sea State 6 conditions featuring three-meter (9.9-foot) high waves. "We've seen some photos of the Cyclone on the deck, holding on at what appears to be a 45-degree angle," said Allan. "I'm still awaiting all the final test reports; they will help us define Cyclone operating limits on ships." Meanwhile, on the training side, 12 Wing's 406 Maritime Operational Training Squadron has now moved into the Sikorsky-owned training facility at Shearwater, which is scheduled for an official naming ceremony on June 8. Allan said the building will be named in honor of former wartime service crews from 406 Squadron. Eventually, Sikorsky will transfer ownership of the "schoolhouse" to the RCAF. "We've continued to build on the cadre of instructors to support the beginning of conversion training later this summer," said Allan.

Currently, there are nine HOTEF pilots qualified on the CH-148, along with eight air combat systems officers (ACSOs) and nine airborne electronic sensor operators (AES Ops). On the maintenance side, 45 aviation (AVN) and 36 avionics (AVS) technicians are qualified and more are expected to graduate at the end of April. Allan said the big challenge for 12 Wing over the coming months will be "training, training and more training." To facilitate the "fairly rapid transition" from Sea King to Cyclone, 12 Wing will need as many qualified aircrew and maintenance technicians as it can get. "My first concern is always maintaining a maritime helicopter capability for Canada," noted the Wing commander. "As we make that transition, I'm very focused on making sure we get people trained on the Cyclone before we're out of the Sea King business. Our eyes are on the milestone of IOC in spring 2018, and then getting people out the door quickly on our first named deployment with the Royal Canadian Navy."

Allan added that a sense of excitement pervades the base these days. "I would say that as we've had more and more success with the Cyclone, there has been a sense of momentum. The helicopter is handling extremely well and pilot feedback continues to be very positive." He added that testing to date has so far proven the RCAF's initial concept that one pilot can easily manage flying-related duties, leaving the other free to assist with mission systems management. "Despite today's status, I remain very optimistic about this program," concluded Allan. "We have made a lot of progress in the last year and a half. Everyone is on board and sees the value Cyclone is bringing and the fact that it is here, it is real, it is flying and it is our future."

What Harjit Sajjan Really Did with OPERATION MEDUSA

Controversy swirls around Harjit Sajjan, Canada's Minister of Defence, for remarks that he was the "architect" of Operation Medusa, a major offensive in Afghanistan. Sajjan has apologized for that statement. It may help dispel confusion to read the complete and unabridged letter of recommendation written in 2006 by Brigadier General David Fraser, then commander of Canada's Coalition Task Force in Kandahar, Afghanistan.

<http://www.nationalobserver.com/2017/04/29/analysis/heres-what-harjit-sajjan-really-did-operation-medusa>

In addition, the following link, to an interview of Col Chris Vernon, Chief of Staff to BGen Fraser at the time of OP Medusa, also provides some useful information.

<https://omny.fm/shows/am640-the-morning-show/chris-vernon-retired-senior-british-army-officer-w>

Vancouver Artillery Association Yearbook Updates

The war diaries updates from 100 years ago continue on our What's New page -

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

Additional names have been added to the nominal roll on the following pages:

G's - <http://www.vancouvergunners.ca/nominal-roll---g.html>

H's - <http://www.vancouvergunners.ca/nominal-roll---h.html>

I's and J's - <http://www.vancouvergunners.ca/nominal-roll---ij.html>

The 1972 Tattoo programme <http://www.vancouvergunners.ca/1972.html>

Additional names have been added to the Military Medal page

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

I've added a new page – Notable characters – Do you have someone in mind that should be included? <http://www.vancouvergunners.ca/notable-characters.html>

I'm always looking for more stories and pictures!_Contact Leon Jensen at LeonJ1@hotmail.com

Who Is It

Last Week: The aircraft is an Auster Mark VI. The type of aircraft flown by Capt (later Major) Peter Tees, DFC. Peter Tees performed the toilet paper bombing of 1RCHA as the Regiment was departing Korea (replaced by 81st Fd Regt). The Bombardier was LCol Chick Sills. The CO of the regiment at the time was LCol EMD Leslie, who arrived in Korea as LCol EMD McNaughton. Most gunners of my generation know the name change story but the Americans thought that McNaughton had been fired and replaced by Leslie. A more complete story about Peter Tees flying escapades can be found on the website www.canadianarmyaviation.ca . Major Peter Tees was the only Canadian Army officer, pilot to be awarded the DFC as a result of his gallant activities as an Air Op pilot in



Korea. This aircraft type was flown in Canada by 1 Air OP Flight (RCA) in Petawawa and 2 Air OP Flight (RCA) in Shilo, not to mention that it was also flown at the Light Aircraft Training School, CJATC, Rivers, Manitoba.

This Week: During the Second World War, Canada was threatened on both coasts, Atlantic and Pacific. Fortunately, our dear comrades-in-arms, the Soviets, courageously guarded our northern flank, something their successor-state, the Russian Republic, is also keen to do. Following that two-front conflict, boffins at Defence Research decided that any future war would put a great strain on our ability to defend both coasts at once, unless we had weapons that were up to the task. This led to Project Gemini, initiated in 1946, and finally terminated in 1959 during a Diefenbaker cost-cutting exercise. The aim of the project was dual, to develop a coast artillery piece that could fire in two directions at once, thus defeating two enemies for the price of one gun. Although it later turned out that none of the boffins had ever actually fired any kind of gun, the concept was put into limited production sometime around 1955. Test firings proved quite challenging for the gun detachments.



Regretfully, due to a mislabelling as fittings for the Trans-Canada Pipeline, the guns never actually saw service, and all plans and photos were destroyed after the project's cancellation. However, we believe we might have unearthed in our archives the only shot ever taken of this "Avro Arrow" of the army world. Any information on this photo may be sent to the editor,

bob.mugford@outlook.com or to the author, John Redmond (johnd.redmond@telus.net).

From the 'Punitary'

What do Eskimos get from sitting on the ice too long? Polaroids.

Murphy's Other Laws

Never ask two questions in an email. The reply will discuss the one you are least interested in and say nothing about the other.

Quotable Quotes

Morality:- The morality of those who are having a better time. *H L Mencken*

15th Field Artillery Regiment Change of Command



The Commanding Officer
and
all ranks of

The 15th Field Artillery Regiment,
The Royal Regiment of Canadian Artillery
request the pleasure of your company at the

Change of Command ceremony

between

Lieutenant-Colonel Brent Purcell, CD
and
Lieutenant-Colonel Pierre Lajoie, CD

To be held on
13 May 2017, at 13:00 hours
At

**Parade has been moved back to
Bessborough Armoury**

2025 West 11th Avenue, Vancouver BC

Reception to follow in the 15th Fd Regt, RCA Officers' Mess
in Bessborough Armoury.

Dress:
CF Mbrs- DEU No.1A (Medals)
Civilian- Business attire

RSVP
Richard.Jones6@forces.gc.ca



CANADA 150 TOUR of POINT ATKINSON LIGHT STATION

Lighthouse Park Preservation Society and West Vancouver Historical Society invite you to join a free guided tour of the light station grounds. Learn about the link between the lighthouse and Canada's confederation. Climb the steps to the base of the lighthouse (the tower will not be open). Enter the Fog Alarm museum to learn about its inner workings and the role of the lighthouse keeper. Sit inside the Power House to view a short slide show on the presence of the military during WWII.

For more information about the tour and to register please email pointatkinsonpals@gmail.com

TOUR DATES

Sunday May 14

Sunday June 18

Sunday July 23

Sunday August 13

Sunday Sept. 3

TOUR TIMES

1:00 pm & 3:00 pm

Registration required
Limit 20 per tour



COMMUNITY FOUNDATIONS OF CANADA
FONDATIONS COMMUNAUTAIRES DU CANADA
all for community. ensemble pour tous.



Canada

BCR Monthly Lunch



Date: Thursday, May 25, 2017

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 May 15th)

RSVP: For more information or to register, please e-mail Charlotte Yen at corporate@hplaw.ca
(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 Monday, May 15, 2017

NEXT PLANNED LUNCH: TBA in Sept.

CareerConnect comes to Vancouver!

MET

MET SPOUSE

CANADA COMPANY PRESENTS:
Vancouver CareerConnect

HMCS Discovery
1200 Stanley Park Drive
Vancouver, BC
V6G 3C7

May 31st
10:30AM - 5:00PM
\$550+HST
www.metforce.ca

CanadaCompany Canada_Company

You're Invited!

On Wednesday, May 31, Canada Company will hold its first CareerConnect in British Columbia. CareerConnect is a job fair specifically designed to connect Military Members, Veterans and Spouses to a network of local military-friendly employers. And we want you with us in Vancouver!

At CareerConnect, you'll engage with employers who understand your military background, and can speak knowledgeably about opportunities for your next career, all in an informal trade show setting.

The MET and METSpouse programs have seen our 272 Employer Partners hire more than 2189

Veterans and Spouses across Canada. We're well on the way to achieving our goal of 10,000 hires by 2023 – and we want to add you to that total.

Your participation in CareerConnect includes a pre-event Workshop on the evening of Tuesday, May 23 to prepare you for the job fair, and ensure you get the most out of the experience. The details for the Workshop are:

Location: BCIT
3700 Willingdon Avenue
Building SE6, Room 233
Burnaby, BC
V5G 3H2

Agenda: 5PM – 6PM Registration & Light Supper
6PM – 9PM CareerConnect Workshop for Members, Veterans & Spouses

The details for CareerConnect are:

Location: HMCS Discovery
1200 Stanley Park Drive
Vancouver, BC
V6G 3C7

Agenda: 12:30PM – 3:30PM Military Members, Veterans & Spouses' Registration
1PM – 4PM CareerConnect Job Fair

Don't miss this opportunity to connect with military-friendly employers who are waiting to meet you!

For more information about CareerConnect, please contact Marram Mohammad, MET & METSpouse Assistant, at marram.mohammad@canadacompany.ca or 416.865.4254.

[REGISTER HERE](#)

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Our mailing address is:
Canada Company
66 Wellington St West Ste 3100
Toronto, ON M5K 1K2
Canada