

Van Arty Association and RUSI Van Members News Dec 15, 2020

Newsletters normally are emailed on Monday evenings. If you don't get a future 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 your 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 - Lunches suspended until further notice. Everyone stay safe!!

The 2021 BC Military Gala is CANCELLED. The Sheraton Wall Ctr is booked for Apr 23, 2022

Upcoming events – Mark your calendars (see Poster section at end for details)

Dec 16 Wednesday 'Zoom' Lunch meeting

Jan 01 Virtual New Year's Levée – 1000hrs to 1300hrs via Zoom at the Wed Lunch site

UK Military to Make £1bn Cuts Over Next Year

to plug budget black hole. The measures include reservists being suspended, changes to HMS Prince of Wales' training, and pausing civil servant recruitment. *9 December 2020*



HMS Prince of Wales will not go to the US for Westlant next year, in a bid to save £2m

(Picture: Royal Navy).

The British military is to make £1 billion of cuts over the next year in response to a defence funding black hole. The move is part of cost-cutting measures implemented by the Ministry of Defence (MOD) to make in-year savings on a £13 billion gap in funding, evidenced by a National Audit Office (NAO) report earlier in the year. It

comes less than a month after Boris Johnson set out a £16.5 billion increase to the MOD's budget over the next four years. In February, the NAO said the MOD's equipment procurement and support budget is "large" but it "does not cover its forecast cost over 2019-2029". The cuts include Royal Navy reservists being suspended, training days for British Army reserves being scaled back, and alternative training plans for Queen Elizabeth-class aircraft carrier, HMS Prince of Wales. It is thought further measures will be taken by Christmas in order to meet the £1 billion mark.

Defence Secretary Ben Wallace has signed off a directive that will see Royal Navy reservists suspended for the first time, aiming to save £7.5 million. The suspension is until April 2021. Drill nights, training weekends and two-week training for the reservists will be "paused", but they will remain at "high readiness if needed". A total of 450 naval reservists, including 150 currently mobilised and 300 on the full-time reserve service, are expected to continue as normal, however. Facing anger in the House of Commons over the decision and the failure to notify Parliament, UK Defence Secretary Ben Wallace said service chiefs "make thousands of decisions" throughout the year, and that the move would not have been delivered in a "single statement" by "any government". Admiral Lord West, former First Sea Lord, was concerned by the timing of the call, with reservists currently supporting border control in the Channel and available to protect fishing in the event of a no-deal Brexit. He told Forces News: "I think it's a slight insult, bearing in mind that many of these men and women will actually suffer financial penalty as a result of this cut, because they've got to do a certain number of days to get their annual bonus – they won't be able to do that."

E-7 Wedgetail aircraft are expected to replace the RAF's E-3D Sentry fleet in 2023

(Picture: RAF).



Plans for Britain's second aircraft carrier will also be part of the MOD's attempt to save £1 billion. HMS Prince of Wales will not go to the United States next year for essential training as part of the Westlant exercise in a bid to save a further £2 million. Similar training is expected to take place in British waters instead. The number of Army reserves training days will be scaled back from 38 to 32 and this is expected to save £11 million. The Royal Air Force will also be included in the planned MOD cuts. The RAF's Boeing E-3D Sentry fleet will be halved from six to three aircraft. The plan is for the MOD to sell off three of the aircraft once they are decommissioned, amounting to a saving of £138 million. In 2019, then-Defence Secretary Gavin Williamson signed a £1.5 billion deal to purchase five E-7 Wedgetail aircraft. The fleet of E-7s is set to replace the E-3D Sentry aircraft as the UK's Airborne Early Warning and Control capability, with the first E-7 aircraft expected to join the RAF in 2023. Recruitment

of civil servants will be paused until the spring, saving nearly £9m in total. It is expected this move will save £8m for the Army and £750,000 for the Navy.

Last month, the Prime Minister confirmed the £16.5 billion increase to the MOD's budget over the next four years, including specific details about his vision for the future Armed Forces. The Government also said the extra spending could be as high as £24.1 billion over the four years when added to the Conservatives' manifesto commitment of the 0.5% uplift. A defence source said: "The settlement received by defence was hugely welcome, but we know this does not solve all of our problems. "We still have difficult and necessary decisions to make to address our financial position and will not shy away from the responsibility we have to the taxpayer."

SAS Soldier Who is Considered a Legend Amongst the Regiment

When 9 SAS soldiers defeated 300 insurgents and secured the independence of Oman. 3 SAS operators died at Mirbat, including Sgt Labalaba. - Battle of Mirbat, *Oman 1972.*

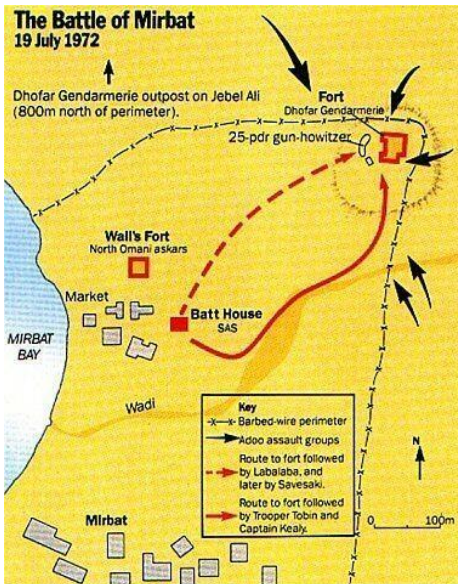


Painting of wounded SAS Sgt Talaiasi Labalaba, operating the 25-pounder artillery piece during the battle, with trooper Takavesi covering him.

SAS were based at the British Army Training Team (BATT) House, a large, fortified building inside an open compound bordered by barbed wire, with a single 25 pounder artillery piece in a dug in position near the BATT building and a forward defensive picket a mile from the BATT building, manned by local Oman army guards.

Mirbat Fort, British army training team HQ.





At 05:00 on 19 July 1972, a large force of 300 communist insurgents attacked and swiftly overwhelmed the forward picket position at Mirbat and killed the Omani Gendarmerie guards. At this point, SAS Captain Mike Kealy, became aware that something was afoot and ordered his small team of SAS soldiers to take up defensive positions, manning the roof and entrances, before radioing the British for reinforcements. The British training staff at Mirbat included 9 SAS soldiers, most of them veterans, a handful of British intelligence officers and a small complement of Oman Gendarmerie. As the sun came up, Captain Kealy could see hundreds of guerrilla insurgents surrounding the SAS position and clambering over the barbed wire fencing. Unfortunately, the 9 SAS soldiers only had rifles which didn't have the range to engage until the enemy got closer,

their one Browning machine gun opened fire. SAS Sergeant Talaiasi Labalaba volunteered to man the 25-pounder gun outside, Labalaba ran 200 hundred meters from the SAS position to the artillery piece and jumped into the gun pit, taking cover behind sandbags. Sgt Labalaba wasted no time loading and operating the large gun, which normally required 6 men to operate. He began laying down devastating shells onto the waves of communists charging towards the SAS position, all the while the remaining 8 SAS soldiers provided a crossfire from the fortified building and roof, accurately laying down supporting fire with their SLR rifles and one heavy machine gun.

After an hour of continually reloading and firing the gun alone, Sgt Labalaba radioed Captain Kealy to report that he had been hit by a bullet and needed help. Mike Kealy wasted no time and sent Labalaba's fellow countryman, trooper Takavesi to aid him, when Takavesi reached his friend he found Labalaba bleeding profusely from a head wound, but still operating the gun at almost a round a minute. Trooper Takavesi who had medical training, quickly bandaged Labalaba, before taking up a position and covered Labalaba, accurately tapping away with his SLR rifle at the wave of insurgents rapidly approaching. "So, we set about taking them out. The group in front were hit. The line faltered and collapsed. Wave upon wave of them were advancing, grabbing at the barbed perimeter wire with bare hands, while Labalaba was blasting them into oblivion." - Trooper Takavesi. For two and half hours, Sergeant Labalaba held his position outside the Mirbat building, against hundreds of guerrilla insurgents, with his Fijian countryman and friend he fought, as dried blood and sweat matted his hair and beard, staining his clothing, he continued to battle.

The statue of SAS Sergeant Talaiasi Labalaba, outside Fijian Airport, unveiled by Prince Harry.



Eventually the main gun ran out of shells and Labalaba picked up his SLR rifle, throwing a few mags to his friend Takavesi, they both defended their little fort made of sandbags, desperately firing at point blank range as waves of communists closed on them. When Labalaba began to run low on ammo, he attempted to recover a nearby weapon, he asked Takavesi to cover him and quickly made his move... Takavesi later said that while he was covering Laba, who bravely tried to recover the weapon, they glanced at each other, when their eyes met, it was like Laba knew something was about to happen, then suddenly Laba was shot in the neck and dropped dead. Sadly, Reinforcements and air support arrived not long after Labalaba died, and with that, the remaining insurgents fled. From the bodies recovered, it's estimated that over half the enemy number died, with more being wounded and taken from the battlefield. Most were killed by SAS Sergeant Talaiasi Labalaba. "Labalaba was a bear of a man. When he was fully tooled up, he was the original Rambo. They wanted to give him the Victoria Cross, but because the war was a secret in 1972 no one received medals." - SAS Trooper Takavesi.

Pardo's Push: An Incredible Feat of Airmanship

William Garth Seegmiller



Sitting in two F-4 Phantoms, the four American airmen awaited their takeoff orders. It was March 10, 1967, and their mission to bomb a strategic target in Thai Nguyen, 30 miles north of Hanoi, was now a reality. It was also more dangerous than any mission they had yet flown in Vietnam. The target was the enemy's only steel mill for the production of essential war materiel and

was therefore well protected. The attack order included two tasks for the airmen. First, with their missiles, they were to screen the main strike force of F-4s and F-105s against North Vietnamese MiGs. Second, if the enemy MiGs did not try to intercept the main strike force, the two-escort aircraft were also to attack the steel mill. The airmen were assigned to the 433rd Tactical Fighter Squadron at Ubon Royal Thai Air Force Base in Thailand. Each escort F-4 carried six 750-pound bombs and four missiles, as well as an electronic countermeasures (ECM) pod on the right outboard station. For nine days the mission had been postponed because of heavy monsoons and low clouds over the clustered hills that surrounded the target. On the previous two days, bad weather had forced the entire strike force to turn back from the main target and attack secondary targets—transportation facilities and supply points in Laos and North Vietnam. Today, however, the skies were clear; this time, there would be no turning back.

1st Lt Robert Houghton and Captain Earl Aman in one aircraft, and 1st Lt Steve Wayne and Captain Robert Pardo in the other, had carefully preflighted their planes. While waiting to take off, Aman thought about the intelligence estimate that Thai Nguyen would be defended by both MiGs and extra anti-aircraft guns. He adjusted his helmet with one hand, reached to Houghton's shoulder with the other, and quietly said, 'Hey, Bob, this job is going to be tougher than any we've yet faced. Houghton nodded, and confessed that this was the first mission in which he was worried about getting shot down even before they took off. But the steel mill would be the most important target of any they had attacked so far. The takeoff order finally came, and the strike force was airborne. Before they even got close to the main target, anti-aircraft fire blackened the sky, filling it with deadly flak. When Aman and Houghton were still 75 miles from Thai Nguyen, a close burst from a North Vietnamese anti-aircraft shell sent flak smashing into their plane, shaking it violently. Aman immediately called over the intercom to see if Houghton had been wounded. Fortunately, they both had escaped injury. They then hurriedly checked their gauges and discussed whether or not to return to Thailand or proceed on to the target.

On the initial check, the Phantom appeared flyable. Rather than jettison their payload and turn back, they decided to try to complete their mission, and held their damaged plane on course toward the Thai Nguyen steel mill. No enemy MiGs appeared, but the anti-aircraft fire remained heavy. Aman and Houghton nosed their plane down through the enemy fire and dropped their bombs on the target, as did the other F-4s and the F-105s. Several American aircraft were shot down near the steel mill. Aman and Houghton felt their plane take two more hits and saw Pardo and Wayne's F-4 under heavy fire directly over the steel mill. The first hit had badly damaged Aman and Houghton's plane, and it was now losing fuel fast. They radioed their situation to their element leader, who then set a course for them south of Hanoi, back toward the in-flight refueling point where they were supposed to rendezvous with the tanker aircraft. The wounded F-4 was losing fuel so fast, however, that it could not possibly reach the tanker or even make it back to the Laotian border. Aman and Houghton saw they had no alternative—they had to eject. Still over enemy territory north of Hanoi, they prepared to bail out. Pardo and Wayne's plane also had been hit when they made their own run on the steel mill. As they came off the target, their Phantom was hit again, by a 37mm round in the fuselage aft of the pilot's seat. Bright warning lights flashed on Pardo's instrument panel, alerting him that the plane was severely damaged. It lost electrical power and began losing fuel. Miraculously, though, the F-4 was still handling normally.

Knowing their planes were badly damaged, both crews climbed their crippled F-4s to 30,000 feet to preserve fuel and to enable them to glide as far as possible after they ran out. The remaining aircraft in the strike force had no alternative but to continue heading back to Ubon. Pardo could see the fuel leaking from the other F-4, and he radioed to Aman: Earl, you've been hit badly; you're losing fuel. Aman answered him: We know; we're getting ready to bail out. Pardo and Wayne knew that if that happened, their comrades would face certain capture or death. Pardo yelled into his radio: Don't jump! We're going to do our damndest to help you fly out of here!

Pardo never mentioned that his own plane also had been hit. Both aircraft were over a danger zone southwest of Hanoi, between North Vietnam's Red and Black rivers, and the skies were

filled with patrolling enemy MiGs. Despite the fact that his own crippled plane was wavering, Pardo again called over the radio: Aman, I think we can help you. Jettison your drag chute, and we'll do our damndest to get you out of here. Pardo then struggled to position the nose of his aircraft into the empty drag chute receptacle of Aman's F-4. The front of Pardo's plane wobbled up to the tail of Aman's, but the attempt failed because there was too much jet wash coming off the engines of the lead plane. Refusing to give up, Pardo next attempted to position the top of his plane's fuselage against the belly of the other F-4, while Aman and Houghton did their best to steady their plane. That effort, however, also failed because of the excessive jet wash.



Although his comrades in the front fighter were now convinced there was no choice but to bail out in enemy territory, Pardo would not give up. He radioed seemingly impossible instructions to Aman: Drop your tailhook, and we'll push you out of here! The suggestion was mind blowing. The steel tailhook was designed to be used only for emergency landings to snag barrier cables and break the plane's forward

momentum—as in the U.S. Navy procedure for landing on an aircraft carrier. But to use the tailhook to push a crippled aircraft while still in the air? What Pardo was planning to do had never been tried. As the tailhook of the lead F-4 dropped and automatically locked into position, the plane's slipstream made its tail sway. This in turn made it very difficult for Pardo to establish contact between the tailhook and the glass windscreen of his own aircraft. Houghton and Aman's plane was now down to only 400 pounds of fuel, and that was rapidly draining out as it descended at the rate of 3,000 feet per minute. Flying at 300 miles per hour, Pardo carefully brought his plane's nose up under the rear end of the other plane to nudge his inch-thick glass windscreen against the tailhook. Any pushing had to be done with utmost care. If the glass broke, the tailhook would smash into Pardo's face. Pardo cautiously began to push his windscreen against Aman's tailhook for a few seconds at a time, in each instance just until the force of turbulence thrust his plane aside. Nonetheless, Aman's rate of descent began to slow. Suddenly, cracks started to zigzag through Pardo's windscreen. Pardo immediately backed his fighter off and tried a different approach.

This time he positioned the tailhook against the square of metal at the junction of his windscreen and his radome. Carefully, Pardo continued to push the other fighter a few seconds at a time, until turbulence would once again brush Pardo's plane aside. But the tactic was working. The rate of descent of Aman's F-4 was cut from 3,000 to 1,500 feet per minute. While Aman's engines were still running, their jet blast complicated the task of maintaining contact with the tailhook. Aman yelled to Houghton, Bob, their nose keeps slipping off our tailhook! Houghton yelled back, Right, and our engines are now flamed out! With the lead plane's engines off, however, the jet wash was significantly less, and Pardo kept pushing the doomed plane. Both F-4s were now flying on

only one pair of engines. Although they were still over enemy territory, the desperate maneuver had tripled Aman's glide range and decreased his rate of descent to 1,000 feet per minute. As Pardo battled the forward plane's slipstream, Aman and Houghton desperately fought to hold their aircraft steady and to maintain a heading southwest toward Laos. Then Pardo and Wayne's own F-4 began to show the effects of the hits it had taken. A fire warning light indicated an internal fire in the left engine. Its temperature had increased from the normal 600 degrees Celsius to 1,000 degrees. That meant that the flame holders or burner cans inside the engine had ruptured and there was an uncontrolled internal flame that might detonate the engine and quite possibly the entire aircraft. Pardo glanced around, saw the scary gauge reading and shut off the left engine. By now the rate of descent was up to 2,000 feet per minute again. With only one live engine for both planes, there was no way they could possibly make it to safety. In desperation, Pardo turned on the left engine switch again. But in less than a minute, the engine warning light flashed again. Wayne told Pardo, our left engine is on fire; we've got to shut it off and keep it off or risk a hell of an explosion!

Pardo shut down the engine again. Although they were now well out of range of enemy anti-aircraft guns, they were still in extreme danger from a MiG attack. Miraculously, both planes kept flying southwest. For another 10 minutes Pardo's plane managed to fly and push Aman with only the one remaining engine. Wayne made a desperate radio call for a pair of aerial tankers, hoping that both F-4s could link up with them and be pulled to safety. He quickly realized, however, that there was no way the tankers would be able to reach them in time. Pardo and Wayne's aircraft had managed to push Aman and Houghton's about 58 miles to the southwest, but now Pardo's plane was also running out of fuel. The four American airmen knew they would have to bail out. Across the Black River, near the Laotian border, they radioed their position to the air search-and-rescue crews. As they started to lose altitude rapidly, Aman and Houghton ejected and landed on a flat, bushy area, with hills to the west. Meanwhile, several A-1E Sandys and two HH-43 Jolly Green Giants had been scrambled from Thailand toward the area in Laos where the four crewmen were expected to hit the ground. Houghton suffered a painful compression fracture of a vertebra from the high-G ejection. As he was floating down in his parachute harness over a small village, he could see a band of armed men with dogs, running, shouting and shooting at him. Landing in a small tree, Houghton lost no time in unbuckling his parachute harness, desperately trying to avoid his hunters. Despite his terrible back pain, his sense of self-preservation propelled his legs and feet as he ran, pistol in hand, through the elephant grass to a small stream. There, he began painfully scrambling upstream.

After 40 minutes, Houghton lay hidden and hurting in the brush near a hilltop with his radio in one hand and his .38-caliber revolver in the other, hoping that US helicopters would find him before his pursuers did. As the dogs picked up his scent and the armed guerrillas closed in, Houghton, in excruciating pain, started running up the hill. He finally stopped in exhaustion and hid quietly in a thicket, pistol still in hand, waiting for a fight. He radioed to the rescue aircraft, reporting his and Aman's location just west of the village and also the enemy situation. Aman found himself in a helpless quandary below a slippery cliff. Every time he tried to climb up the rock wall with his slick-soled boots, he would slip down onto his back, which was also injured. He couldn't get out of that location, but fortunately the armed troops had not spotted him. Pardo

and Wayne, meanwhile, continued to fly south as fast as their one engine could go for about a minute more. Then they turned northwest toward a U.S. Special Forces camp in Laos to avoid ejecting near a North Vietnamese Army base camp. Their fuel lasted only about two more minutes, after which their engine flamed out. Wayne was first to eject, landing a little northwest of Aman and Houghton. He hid in the brush, holding his pistol and radio, ready in case the enemy got to him but hoping an Air Force rescue helicopter would reach him first.

Houghton radioed to the Sandys and reported that they were being pursued along the hillside by armed troops. As the A-1Es arrived on station, they came in low, driving off the attackers without having to fire a shot. Houghton again signaled the overhead aircraft, and shortly one of the Jolly Greens came in and winched him up by cable. Then they flew up to the cliff and retrieved Aman the same way. A little farther to the northwest they also rescued Wayne. After Wayne had punched out, Pardo had glided the battered fighter a little farther to the northwest before he, too, ejected. As he landed, he was knocked unconscious and sustained two fractured vertebrae in his neck. When he came to, he heard shouting and gunfire coming in his direction. Hurriedly, he grabbed his pistol and radioed to the Sandys to strafe the hillside near his position, as he painfully ran about half a mile up the hill. The A-1Es came roaring in over the mountains, strafing the enemy troops and dispersing them. About 45 minutes later the second helicopter finally located Pardo on the hillside, where he lay badly injured. The Jolly Green Giant rescued Pardo and then flew northwest to a remote outpost in Laos to refuel. There, Pardo, Wayne, Aman and Houghton were all placed on one helicopter for transfer back to Udon and medical treatment. Ironically, the US Air Force leadership in Southeast Asia was so sensitive to combat losses during the war that Pardo was actually reprimanded for the loss of his F-4. By 1989, however, the Air Force had re-evaluated the matter, and the four airmen received long overdue recognition. Earl Aman and Robert Houghton received the Silver Star for continuing to press the attack even though their aircraft had sustained severe battle damage. Robert Pardo and Steve Wayne also received Silver Stars for their heroic actions to save their comrades. The courage in the sky demonstrated by these four American airmen, in what became known as Pardo's Push, had made possible one of the most incredible feats of airmanship during the Vietnam War.

Vancouver Artillery Association Yearbook Updates

New Year's Day Levée – The Virtual New Year's Day Levée has now been scheduled! Log onto <https://us02web.zoom.us/j/710845848> between 1000 and 1300 on New Year's Day. Pour yourself some moose milk and bring in the new year with some old and new faces that you might not have seen for a long time.

Order of Military Merit – Congratulations to Warrant Officer Nathaniel Senff MMM CD for his admittance as a Member of the Order of Military Merit. The Order recognizes distinctive merit and exceptional service and is second highest order administered by the Governor General-in-Council, on behalf of the Canadian monarch, Queen Elizabeth II. <https://www.vancouvergunners.ca/whats-new/order-of-military-merit>

Customs and Traditions - Uploaded the book Customs and Traditions of the Canadian Armed Forces by E.C. Russell in our Reference Page. <https://www.vancouvergunners.ca/references.html>

Nominal Roll - We have just come across the records for the earliest known fatality of those Gunners that signed up with the Vancouver Volunteer Reserve, Boorman's Battery in the First World War, Gunner Walter Stanley Heslop.

<https://www.vancouvergunners.ca/whats-new/lest-we-forget1830637>

Mention in Despatches - A new page has been set up to capture all those in the Regiment that were acknowledged by being mentioned in despatches.

<https://www.vancouvergunners.ca/mentioned-in-despatches.html>

Major Raymond Massey – linked to a YouTube video on Major Massey, a former Lieutenant in the 85th Battery, Canadian Field Artillery, Canadian Siberian Expeditionary Force.

<https://www.vancouvergunners.ca/massey.html>

Artillery Officers - The Vancouver Sun and Province provided a list of the latest artillery officers to graduate from BC in 1942. Question is: How many were members of 15th (Vancouver) Coast Brigade, RCA? <https://www.vancouvergunners.ca/1942.html>

VAA Virtual Lunch every Wednesday at Noon PDT - <https://zoom.us/j/710845848> - Drop in for 10 minutes or stay for an hour.

Remember – Stay healthy and stay safe!

Who (or What) Is It?

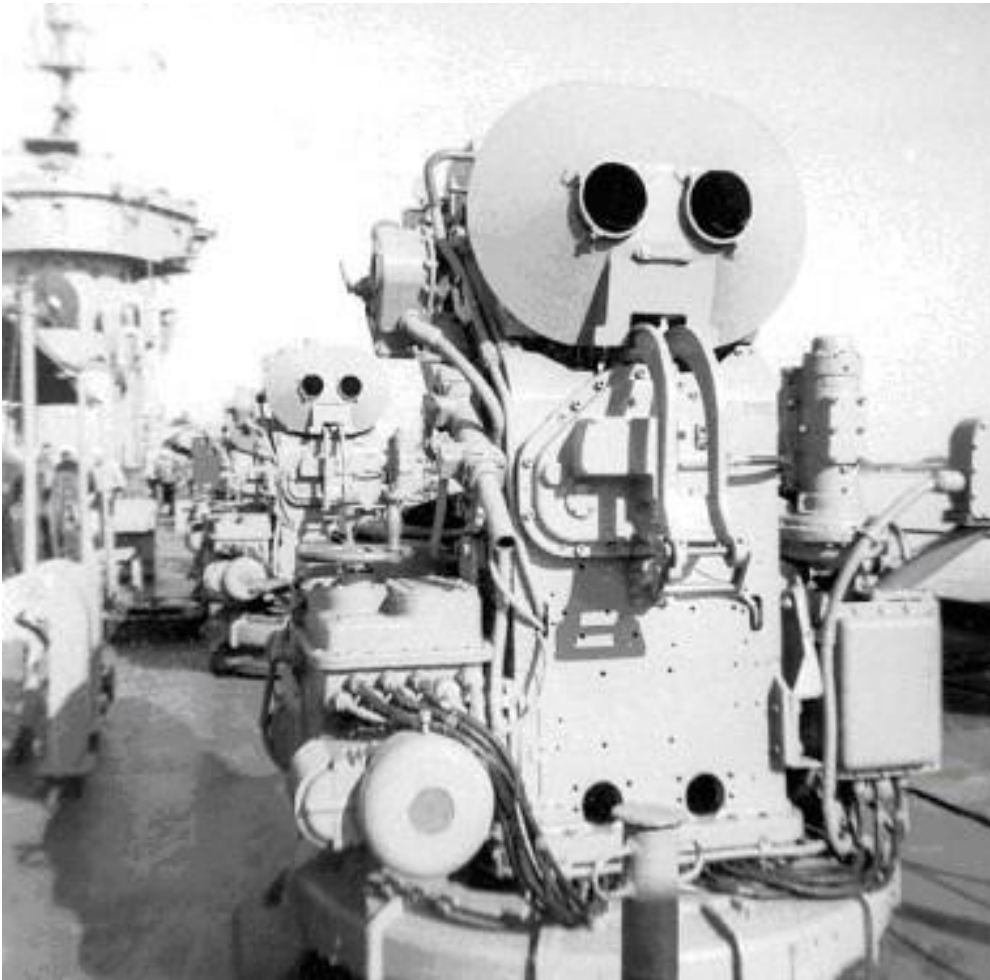
Last Week: USS *Kearny* (DD-432), a *Gleaves*-class destroyer, was a United States



Navy warship during World War II. In October 1941, while the US was still officially neutral in World War II, *Kearny* was docked at Reykjavík, in US-occupied Iceland. A "wolfpack" of German U-boats attacked a nearby British convoy and overwhelmed her Canadian escorts. *Kearny* and three other US destroyers were

summoned to assist. Immediately on reaching the action, *Kearny* dropped depth charges on the U-boats, and continued to barrage throughout the night. (This action was specifically cited as a provocation in Hitler's declaration of war on the US two months later.) At the beginning of the midwatch 17 October, a torpedo fired by *U-568* struck *Kearny* on the starboard side. The crew confined flooding to the forward fire room, enabling the ship to get out of the danger zone with power from the aft engine and fire room. Regaining power in the forward engine room, *Kearny* steamed to Iceland at 10 knots (20 km/h), arriving 19 October. *Kearny* lost 11 men killed, and 22 others were injured. After temporary repairs *Kearny* got underway Christmas Day 1941, and moored six days later at Boston, Massachusetts, for permanent repairs. The survival of *Kearny* led to renewed support for split fire rooms and engine rooms in naval vessels. She later served in North Africa and the Mediterranean.

This Week: This week we have something for everyone. Fans of science fiction might think that they, too, are being catered for, and, in a way they are right. These things look like mechanical monsters from an episode of Doctor Who (other, but less brilliant, programs are available). Not quite Daleks, not quite Mechanoids, and not quite Tripods from HG Wells' imagination, they do seem unearthly, and a bit human with the two "eyes". However, you may sleep well tonight, as they are simple weapons of earthly invention. Well, maybe "simple" is not quite right. They are actually rather complex machines, built in response to an inadequacy relating to a previous weapons system. In that, they were not only successful, but very, very advanced for their time. Indeed, they paved the way for similar systems now used around the



world. And "paving" is a term that might be used in conjunction with these mechanical wonders, although to elaborate further would be to give things away.

So, weapons aficionados, can you tell us what these are? On what platform were they employed, and were they ever used in anger? Did they ever engineer a takeover of humanity? Are we simply the remnant electronic memory of the world they wiped out? What is the purpose of life? Well, ignore the last few questions, and send your thoughts in to the editor, Bob Mugford (bob.mugford@gmail.com), or the android representing

the former human author, John Redmond (johnd._redmond@telus.net). Exterminate!

From the 'Punitary'

What do you call someone who is afraid of Santa? Claus-trophobic.

Murphy's Other Laws

An expert doesn't know any more than you do. He is merely better organized and has slides.

Quotable Quotes

May you never be too grown up to search the skies on Christmas Eve. *Anon*

Dues 2021

As of Jan 1, memberships dues are payable for, Vancouver Artillery Association, the Royal United Services Institute - Vancouver Society and 15 Fd Regt Officers Mess Associate Members. Details below.

VAA

Dues for the **Vancouver Artillery Association** are \$25, payable to the Vancouver Artillery Association.

VAA dues can be paid by etransfer (preferred method):- by sending payments to:- president.vcrgunners@gmail.com

Dues cheques can be mailed to:

Vancouver Artillery Association
27048 35B Avenue, Langley BC V4W 0C3

RUSI Vancouver

Dues for **RUSI Vancouver** are \$50 (\$25 for students), payable to RUSI Vancouver.

By eTransfer (preferred method):- richmark@telus.net

By mail:-

Treasurer, RUSI Vancouver
1998 Ogden Avenue, Vancouver BC V6J 1A2

15 Fd Officers' Mess

Dues for **15 Fd Officers' Mess Associate Members** are \$60, payable to 15 RCA Officers Mess. Send to:

Treasurer, 15 Fd Regt Officers Mess
2025 West 11th Avenue, Vancouver, BC V6J 2C7

Wednesday Digital Video Lunch

No need to worry about COVID-19 when you go digital. Pop into our video lunch **at noon** on Wednesdays and say hi. All you need is a laptop, tablet or smartphone. These sessions are being hosted by the Vancouver Artillery Association and are **open to all** – especially those who attended our Wednesday lunches.

Join us to check up on your old lunch buddies.

<https://zoom.us/j/710845848>

Password:- Ubique



Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile, desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference, huddle, and training rooms, as well as executive offices and classrooms. Founded in 2011, Zoom helps businesses and organizations bring their teams together in a frictionless environment to get more done. Zoom is a publicly traded

company headquartered in San Jose, CA.

[Join our Cloud HD Video Meeting now](#)

Use the link above on your computer Zoom program or dial in on your phone
778 907 2071 Meeting ID: 710 845 848

Invite 2 friends! We have room for 100! See you on Wednesdays at noon. Bring your own lunch and beverage of choice.

NOTE:- a password is now required to join the Wed lunch Zoom Meeting (see above)

UBIQUE 150 “Good Shooting” Video Contest



UBIQUE 150 “Good Shooting” Video Contest

In conjunction with the commemoration of 150th Anniversary of A & B Batteries, The Royal Regiment of Canadian Artillery is pleased to announce a video production contest.

Prizes will be awarded to 3 winners: 1st place winner receives \$2,000; 2nd place winning entry receives \$1000; 3rd place prize is \$500.

Important dates

Submissions accepted between	1 January – 30 April 2021
Judging starts	1 May 2021
Winners announced	26 May 2021

Eligibility

Submissions are open to **teams** consisting of **current and/or retired members of The Royal Regiment of Canadian Artillery**. Each team can submit more than one entry but only one prize will be awarded to any unit.

*If you missed it, the **Free webinar** recording and accompanying resources are available on our website.*

Learn about:

- Part 1: Pre-Production (Planning for Your Shoot)
- Part 2: Production (Getting the Shot You Need)
- Part 3: Post-Production (Bringing Your Vision Together)

All details on the contest and the free Webinar are at

ubique150.org