



**Vancouver Artillery
Association News**



**RUSI News
Vancouver**

Van Arty Assoc and RUSI Van Members News Sept 10, 2013

Wednesday Lunches

Lunches are back in full swing, although it will be much better once the kitchen project is done. Still no start date, but I understand all approvals have been given.

If you haven't been to one of our lunches, they happen (almost) every Wednesday from 1130-1400hrs in the 15 Field Officers Mess, Bessborough Armoury, 2025 West 11th Ave, Vancouver. Guests and visitors are always welcome. People these days, especially civilians, don't think about dress much and, if not pre-warned, will show up in very casual dress so, to avoid embarrassment, please make them aware of the dress requirements before they come.

Summer Dress will be in effect for a couple of more weeks. Just to clarify, this does not mean shorts, sandals and tee shirts. Summer dress for civilian clothing means you take off your jacket and tie so you can be more comfortable on hot days. On cool days, many of us keep jackets and ties on to keep standards up. For Officers on duty, uniform of the day is always acceptable.

20th Anniversary of the Medak Pocket Battle

Last week was the 20th Anniversary of the Medak Pocket battle. Below is a short description of the event.

"In September 1993, the 2 PPCLI Battle group led by Col TJ (Jim) Calvin (r) was ordered to move from United Nations Protected Area 'Sector West' to the more volatile UNPA Sector South. 2 PPCLI found themselves in the village of Medak, guarding a ceasefire line between two fighting forces, the Serbians on one side and the Croats on the other.

The Patricia's settled into Medak where the Croats were already advanced in their preparations to attack the Serbians in the Pocket. On September 9th 1993, the Croatian Army attacked the Pocket by firing 6,000 artillery and mortar shells which fell in UNPA Sector South in the following days, most on or around the Canadians and the civilians they were there to protect. On September 15, 2 PPCLI began an intervention operation which would see them wedge themselves between the Croatian and Serbian forces and begin pushing them back. As the Patricia's breached the Serbian lines they immediately came under fire from the Croats, despite having white UN marked APCs and UN flags. The Croats were firing small arms, machine guns, rocket-propelled grenades, and anti-armour weapons at the Patricia's who began returning fire. The fighting, which at times was within 150 meters, continued, with the

Patricia's counter-fire becoming more intense as the night wore on and progressed into the early morning of September 16. This was the most significant and intense combat the Canadian Armed Forces had been involved in since the Korean War. The fighting ended as the Croatians withdrew from the immediate area.

The Patricia's continued their advance towards the Croatian line when they reached a Croatian roadblock designed to delay their advance. An intense stand-off between Col Calvin and a Croatian General ended when Col Calvin ingeniously employed the international media by holding a press conference in front of the Croatian defences, shaming them for not allowing them to proceed with their operation. In October, 2 PPCLI was relieved and returned to Canada.

On December 1, 2002, 2 PPCLI was officially recognized for its actions in the Medak Pocket with the Commander-in-Chief's Unit Commendation for courageous and professional execution of duty during the Medak Pocket Operation."

While this was a PPCLI led operation, a good percentage of the participants were Reserve soldiers, a number of whom were from lower mainland units. I know of at least one from 15th Field.

Airmen To Be Laid To Rest Sept. 17

Remains of Northrop Nomad Aircrew removed from 1940 crash-site in Lake Muskoka.

Posted by: David Pugliese September 13, 2013.

OTTAWA, ONTARIO—(Marketwired – Sept. 13, 2013) – Nearly 72 years after the Nomad 3521 aircraft crash in December 1940, the remains of Flight Lieutenant Peter Campbell of the Royal Air Force and Leading Aircraftsman Theodore (Ted) Bates of the Royal Canadian Air Force have been successfully recovered. The remains of the airmen were located and recovered by members of the Royal Canadian Navy's Fleet Diving Unit (Atlantic) during a dive to the aircraft wreckage in Lake Muskoka in October 2012.

“This recovery will provide closure to the families of Flight Lieutenant Campbell and Leading Aircraftsman Bates, as well as reassure them that the ultimate sacrifice made by their loved ones will never be forgotten,” said the Honourable Rob Nicholson, Minister of National Defence. “These airmen can now be laid to rest with the military honours that they so rightfully deserve.”

The Royal Canadian Navy's Fleet Diving Unit (Atlantic) was tasked to survey the Nomad 3521 wreckage site as part of the Canadian Armed Forces Directorate of History and Heritage's mandate to recover and identify Canada's personnel. The recovery was a combined effort of the members of the community, who raised awareness about the existence of the aircraft, the Ontario Provincial Police's Underwater Search and Recovery Unit, who surveyed and located the aircraft on July 27, 2010, and the Fleet Diving Unit (Atlantic), who recovered the remains, personal effects, and the aircraft's three .30 calibre machine guns.

“This particular dive operation will certainly stay with the team forever,” said Lieutenant (Navy) Greg Oickle, Acting Commanding Officer of Fleet Diving Unit (Atlantic). “The divers’ persistence and exemplary work played a crucial role in the efforts to give these airmen the respect and dignity that they deserve. The team is proud to have been part of this homage to their military predecessors.”

The Royal Canadian Air Force is committed to the recovery of the Nomad aircraft. Planning for the necessary logistics of such a recovery and salvage operation, as well as the appropriate coordination with other interested parties, is underway.

Flight Lieutenant Campbell and Leading Aircraftsman Bates went missing on December 13, 1940, when their aircraft, Nomad 3521, was involved in a mid-air collision with another aircraft, Nomad 3512. Both aircraft were searching for a fellow airman who had gone missing during training the day before. Following the crash, only Nomad 3512 and its pilot and co-pilot were located. The Nomad 3521, with Flight Lieutenant Campbell and Leading Aircraftsman Bates onboard, remained missing.

Flight Lieutenant Campbell and Leading Aircraftsman Bates will be laid to rest in an interment ceremony set to take place on September 17, 2013, at Woodlawn Memorial Park in Guelph, Ont.

As discretion regarding this case is the best protection against disturbance of the crash site, information regarding the survey dive was kept in confidence until the interment was imminent, and a decision regarding the disposition of the aircraft had been made.

Canadian Military Conducts Surveillance Flights over Russia

MOSCOW, September 16 (RIA Novosti) -Canadian military inspectors will fly over the territories of Russia and Belarus starting from Monday as part of the international Open Skies Treaty, a Russian Defense Ministry official said.

“In the period between September 16 and 20, a group of Canadian experts will make a surveillance flight above the territories of Russia and Belarus on board of a [Lockheed Martin] C-130J observation aircraft,” Sergei Ryzhkov, the head of the ministry’s National Nuclear Risk Reduction Center, said.

Russian and Belarusian experts will also be on board the aircraft, to oversee the proper use of surveillance and filming equipment, he added.

The Open Skies Treaty, which entered into force on January 1, 2002, establishes a regime of unarmed aerial observation flights over the territories of its 34 member states to promote openness and the transparency of military forces and activities. Russia ratified the deal in May 2001.

Under the treaty, each aircraft flying under the Open Skies program is fitted with a sensor suite including optical panoramic and framing cameras, video cameras with real-time display, thermal infrared imaging sensors, and imaging radar.

Cyclone Helicopter Contract Revisions Urged by Report

Independent review advises Ottawa to bend on specs for Sea King replacement

By Kathleen Harris, [CBC News](#) Posted: Sep 4, 2013



A Canadian military Sikorsky CH-148 Cyclone conducts test flights with HMCS Montreal in Halifax harbour on April 1, 2010.

(Andrew Vaughan/Canadian Press)

A naval helicopter procurement program described as the worst in Canada's history was doomed from the start but could be made "viable and operationally relevant" if the federal government urgently adopts a new approach, says a confidential new report obtained by CBC News. The independent evaluation of the multibillion-dollar purchase of 28 CH-148 Cyclone helicopters to replace a 50-year-old fleet of Sea Kings, obtained by CBC News Network's *Power & Politics* host Evan Solomon, concludes the government can get the problem-plagued program back on track by negotiating with primary supplier Sikorsky to "re-scope" the project's structure, specifications and delivery approach.

"[The] project could be viable and operationally relevant with a new structure and governance model as described in our recommendations," reads the report from Hitachi Consulting. A summary of the assessment, which was commissioned by Public Works, urges the government to "sacrifice less important requirements in order to deliver relevant capability" to the Royal Canadian Air Force. It also recommends a review of "lessons learned" to determine if systemic issues exist that could be addressed in order to avoid future boondoggles with major capital acquisition investments. The maritime helicopter replacement program has been plagued by cancellations, delays, lawsuits and penalties. The Conservatives had blamed the previous Liberal government for the bumpy procurement process and cancellation of an earlier helicopter program, which cost more than \$500 million.

In 2010, the government amended the contract requirements in a bid to speed up delivery, but the report concludes the program was flawed right from the beginning. "A fundamental problem existed at the outset of this project — this set the stage for significant misalignment," reads the key finding. The report says the government believed it was buying an "off-the-shelf" product by Sikorsky — a conclusion also drawn in a 2010 auditor general's report. Yet the project should have been treated as a development program because the "state-of-the-art"

aircraft incorporates advanced technology and an in-service support capability "that is likely unsurpassed in the world today," according to the report.

While the fleet was to begin delivery in late 2008, so far only four of the Cyclone helicopters have been delivered — and only on an "interim" basis. The government won't formally accept them because they don't fully meet the specifications.

Last year, then defence minister Peter MacKay cited the Sikorsky deal as an example of how procurement can "go badly wrong." "This is the worst procurement in the history of Canada, including the \$500-million cancellation costs that are attached to the maritime helicopter program and then the costs of the further maintenance to fly the 50-year old helicopters," he said at the time. "They're going to go right out of aviation service and into the museum in Ottawa. And that's not a joke."

Among the report's recommendations to turn the project around:

- The government should act to achieve program viability with a new form of governance within 45-90 days based on the "urgency of this situation as it has been communicated."
- A new model must be more appropriate to a complex development program based on practices that have been established and proven for such a program.
- Sikorsky must respond to priorities and adjust the technical approach and program plan and enter into a "defined trade space."

Canadian War Museum Travelling Display

The Canadian War Museum has a number of travelling exhibitions scheduled to begin this month. In our area:

The Navy: A Century in Art: Abbotsford, BC: 26 September – 5 January

Marking the 100th anniversary of the founding of the Canadian navy, this exhibition of paintings, from many of Canada's leading war artists, including Arthur Lismer, Alex Colville, Harold Beament, demonstrates how geography, history and war have shaped the navy through its first century of service. From dramatic depictions of the Battle of the Atlantic to intimate portraits of life at sea and ashore, these vivid works capture the country's rich naval experience.

**The Reach Gallery Museum, 32388 Veterans Way, Abbotsford, BC
Tel 604 864-8087**

How to start an F100 Super Sabre

By: Bill Fox

Those Airforce types---lol.

The F-100 had an interesting ground starting option, a large chamber that received a large gas generating cartridge.



When ignited by electrical current, the expanding gas from the black powder-like pyrotechnic cartridge drove a starter turbine which brought the engine up to a self-sustaining rpm via a drive system. This eliminated the need for heavy and bulky ground starting units, but the starter cartridge spewed out a characteristic dense cloud of choking black smoke,

which was often mistaken by inexperienced ground crews for an engine fire.

The powder charge for the ground start came in a big sealed can, and on opening and extracting the cartridge, you'd find two small metal tabs on the bottom of the cartridge. These tabs were the electrical contact that fired the cartridge when the pilot moved the throttle outboard on start, before bringing the throttle forward. As soon as a tiny RPM registered on the tach, you brought the throttle around the horn to feed fuel and engine ignition to the rapidly-building engine speed. Sometimes the big metal receptacle that held the gas generator cartridge would get so dirty from repeated use that the metal tabs wouldn't make contact. Then the cartridge would refuse to fire, and the crew chief would give the starter receptacle a good healthy whack with a chock, usually curing the powder charge of any reluctance to fire. We'd often take a can holding a starter cartridge with us as an alternative starting means on cross-country.

The story is told, one of few that I didn't witness, of John Green going into Memphis, Millington NAS or MCAS, in an F-100 back in the very early seventies. He was met by a couple of young Marine ground crewmen, who asked what kind of plane he was flying. "F-100 Super Sabre" in reply only got him further puzzled looks. One of the ground crew said, "Sir, I don't think we have tech data on this bird. What do you need for start, a huffer or just electrical?" (for you non-aviation type a huffer is an external engine that creates large volumes of pressurized air used to start gas turbine engines.) "Neither one", John came back.

"If I can get, oh, about six guys to give me a push to start me rolling, I'll just pop the clutch and get the engine started that way." More and more doubtful looks! "Yessir" was the comeback. What else would a young Marine say?

The Hun was pretty finely balanced on the two main gear struts. When you tapped the brakes, the nose strut compressed so much that the nose took a dip, just like the hood of a car used to

when being clutch-started. So, now six Marines are standing at the ready, still doubtful but not about to question an Officer on procedure. "Just get me going at about a fast walk", John instructed. "I'll wave you all clear when we're fast enough, pop the clutch and be on my way. Thanks for the good turnaround!"

Six Marines pushing, they quickly get the bird up to a brisk-stepping speed. John waves his arms, and the Marines warily stand well clear. The nose dips as John "pops the clutch", there is a big cloud of choking smoke as the engine whines to life, and off goes Captain Green to the take-off end of the runway, leaving six puzzled Marines in his wake.

To see a way to 'jump start' a propeller airplane go to:

www.facebook.com/photo.php?v=401176083333530&set=vb.291480754303064&type=2&theater

Who is it?



Last Week. Nobody could ID the location because the background is too 'generic' but that is Theo DuMoulin on the left and Gordon Platt in the middle. The chap on the right looks vaguely familiar and Ian Newby thinks it is Lt Stefan. He may be right. I remember Stefan as a Major in the early 60s and he does bear a resemblance, but he is 15 years younger in this picture.

We now go back further in time, possibly beyond the memory of most who read this column. These two warrant officers feature in many pre-war and wartime photos. Their ribbons, not clear in this shot, but clearer in some others, show that they have at least earned their "Mutt and Jeff" ribbons (what my great uncle called the two medals everyone who served in WWI received). So, two questions for our alert readers. First, can you name these stalwart gunners of the past? Secondly, what are the official names of the two medals alluded to above. And, bonus question: who were Mutt and Jeff?



By the way, some have asked if these photos are generally accessible to one and all. The short answer is, maybe. All the accessioned photos, such as this week's, are stored in the museum, and can be viewed upon request. Unfortunately, they cannot be copied by us as we lack the equipment to do anything other than a 'Xerox'. The unaccessioned ones are not currently available for the simple reason that they are not yet accessioned. In the near future, or maybe the mid-future, all accessioned photos should be available in a digital format, from

which anyone can make a print, provided credit is given to the museum.

Answers to this week's quiz, as always, can be sent to the esteemed editor, or to John Redmond (john.d.redmond@telus.net).

From the 'Punitary'

A cat ate some cheese then waited for a mouse with baited breath.

Murphy's Laws

A man who can smile when things go wrong has thought of someone he can blame it on.

Quotable Quotes

Let us not seek the Republican answer or the Democratic answer, but the right answer. Let us not seek to fix the blame for the past. Let us accept our own responsibility for the future.

- *John Fitzgerald Kennedy*

BCR Lunch

"A special event will take place at the September 26th Curry Lunch. Portraits of Colonels John Toogood and Arthur Lungley will be unveiled in the Mess prior to lunch. Members of the Commanding Officers Committee as well as some association members and others donated the necessary funds to make this project happen. The portraits will ensure that these two Dukes will be remembered for many years to come. They both made significant contributions to this Regiment, to our province and to Canada in peace and war. Audrey Toogood and Grace Lungley and others will be present at the unveiling. The portraits were painted by renowned Vancouver artist Michael Kluchner who will also be present."

Curry Lunch – a Special Presentation



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

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



- Date:** Thursday, September 26, 2013
- Time:** 11:45 am - 1:30 pm
(bar opens at 11:45am)
(presentation at 12:01pm)
(lunch starts at 12:20pm)
- Location:** Officers' Mess - The BC Regiment
620 Beatty Street, Vancouver, BC
- Dress:** Business Attire (jacket & tie, ladies similar)
- Price:** \$30/person (\$5 discount for those that confirm attendance by September 20, 2013)
- 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 September 20, 2013

NEXT PLANNED LUNCH: Thursday, October 31, 2013