

Van Arty Association and RUSI Van Members News Feb 1, 2022

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 online. 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>

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

Feb 01 Wednesday ‘Zoom’ Lunch meeting

Feb 08 Wednesday ‘Zoom’ Lunch meeting

Feb 15 Wednesday ‘Zoom’ Lunch meeting

Note: Still no word on when facilities at the Armoury will open to non-serving people but you can be sure that the military will be the last to remove COVID restrictions. Keep watching this newsletter for more information. With the new surge, it will probably be 2-3 months before we see any changes in policy. Ed.

CF Dealing with More Problems with New Machine Guns

These issues "are being fixed at no additional cost," DND says. "We remain confident that the improvements being put in place will result in the delivery of fully compliant weapons to Canada." David Pugliese • Ottawa Citizen Jan 13, 2022



C6 machine gun in use by a member of Canada's armed forces. Photo By Handout

The Canadian military is dealing with yet more problems affecting its brand-new machine guns being built by Colt Canada. In August, military sources alerted this newspaper to problems with the new C6 guns that resulted in 347 defective

weapons being returned to the company for repair. The weapons are part of a \$120-million deal with the firm in Kitchener, Ont., to build new C6A1 general purpose machine guns. During the repairs on those weapons, additional problems were found with the guns, the Department of National Defence confirmed to this newspaper. “Some production weapons had failed the belt pull testing, which ultimately resulted in the need to replace all the feed channels for weapons manufactured from 1 Oct 2020 to 1 Oct 2021, which represents a total of 1,391 weapons,” DND spokesman Dan Le Bouthillier noted in an email. “This component was slightly out of specification and causing some weapons not to perform adequately during this live firing test.”

In July 2017, then Defence Minister Harjit Sajjan announced the Canadian government would purchase 1,148 new C6A1 FLEX general purpose machine guns from Colt Canada. The contract was worth \$32 million. In January 2020, the Liberal government announced it would spend \$97 million buying another batch of C6A1s, some of which would be installed on armoured vehicles. In announcing the original contract, Sajjan said the new guns would improve the Canadian Army’s operational capability and would “help provide an advantage over potential adversaries.” DND noted that both Canadian Army leaders and the defence department’s procurement chief, Troy Crosby, believed the contract with Colt was providing value for tax dollars despite the ongoing problems. That is because “these issues are being fixed at no additional cost,” the department noted. “We remain confident that the improvements being put in place will result in the delivery of fully compliant weapons to Canada,” DND added.

Colt Canada’s Czech parent firm, the Ceska Zbrojovka Group (CZG), noted in a statement in August that “Colt Canada is working closely with the Government of Canada to address any technical issues identified with some of the machine guns it has delivered to the Canadian Armed Forces.” In August, Colt Canada did not respond to questions about why more than 340 defective guns were provided to the Canadian military. Colt Canada did not provide comment on what changes would be put in place to prevent a repeat of the problems with the new C6 machine guns. But, in response to the latest C6 problem, a Colt Canada lawyer sent a letter to this newspaper noting that, during routine testing, the firm had identified a concern with a part provided by another vendor. “The root cause was identified as an out of spec vendor-supplied component, known as the feed channel,” the letter stated. “Colt Canada has worked closely with this vendor and with the Department of National Defence to rectify the issue with this component for all future production. All weapons which were previously supplied with the affected component will be rectified in the field and, as such, this has had only a minimal impact on the deployment of the system.”

The contract for the new guns was awarded to Colt Canada without competition under a federal government program to support Canada’s ability to produce military small arms domestically. Colt Canada has been deemed the country’s Small Arms Strategic Source and Centre of Excellence by the federal government. The first deliveries of the C6A1 Flex general purpose machine guns began in late 2020, with final deliveries anticipated in 2023. DND did not say how many of the guns had been delivered so far. The C6A1 FLEX machine gun is to be carried by soldiers and mounted on some Canadian Forces vehicles. Colt is to make another version of the C6 designed to be mounted in armoured turrets such as the Leopard Tank and the Light Armoured

Vehicle fleet. Small arms analysts have noted that the machine gun the C6 is based on is a tried-and-true design that is in service with militaries in more than 80 countries.

CF's New SAR Aircraft Won't Be Operating This Summer

The military can't say at this point when C-295 fixed-wing aircraft will be available for missions. David Pugliese • Ottawa Citizen Jan 24, 2022



*A C-295 aircraft is shown in this handout photo.
Photo By DND /Handout*

The Canadian military's new fleet of search-and-rescue aircraft won't be operating this summer as originally planned because of delays caused by the pandemic and other technical issues. The military can't say at this point when C-295 fixed-wing aircraft will be available for missions. National Defence spokesperson

Dan Le Bouthillier said the plan was to have the new aircraft reach an initial operational capability in the summer. "However this timeline is shifting to allow for aircraft certification and qualification which has been running longer than anticipated as a result of the volume and complexity of the work associated with developing the CC-295 capability, and the global COVID-19 pandemic situation," he explained in an email. "A revised schedule is currently being subjected to an extensive analysis that itself will take some time to complete because of its complexity," Le Bouthillier added.

Sources told this newspaper there are also technical concerns regarding a centre-of-gravity issue due to the cabin configuration of the CC-295, commonly referred to as C-295, as well as problems involving search-and-rescue technicians parachuting from the plane's back ramp. "We're aware of the parachute and gravity issues, which is why we conduct testing and trials," Le Bouthillier confirmed. "In short, these are problems that will be addressed as we work towards ensuring the fleet is safe for operational use." Canada announced in December 2016 that it was purchasing 16 C-295 aircraft for fixed-wing search and rescue as part of a \$2.2-billion project. Initial operational capability for the new fleet was supposed to be mid-2021. That was later revised to summer 2022. Le Bouthillier said there are currently four C-295 aircraft in Canada and five at the manufacturer's facility in Spain. Aircraft qualification work was ongoing in both locations, he added.

Earlier this month, the Royal Canadian Air Force removed from service its aging Buffalo search-and-rescue planes. Until the C-295s become operational, Hercules aircraft from Winnipeg will be used for search-and-rescue response on the west coast. Some of those aircraft will be based out of Comox, BC, "during the high-tempo period in the summer and will hold response posture from

their home base at 17 Wing Winnipeg during periods of low operational tempo,” according to the RCAF. In addition, up to five Cormorant search-and-rescue helicopters will be available. But that type of interim solution is dangerous, says the United Fishermen and Allied Workers’ Union-Unifor, which represents those involved in the west coast fishing industry. “We are working all-year-round,” union president James Lawson said. “Emergencies just don’t happen during the busy season.” Lawson noted that fixed-wing search and rescue aircraft were essential to any response to an emergency and were able to cover large search areas. If a Hercules has to travel from Winnipeg to get to the west coast rescue location, that puts those seeking help at risk, he added. Lawson said the union would raise the issue with members of Parliament and hope they respond. “It doesn’t seem right to begin with that we have to ask MPs to make sure we’re treated properly,” he said. “We shouldn’t have to argue for safety.”

The Hercules aircraft, which are already widely used in a search-and-rescue role, are capable of responding quickly to emergencies such as ships in distress in challenging weather, the RCAF says. They can be used to parachute search-and-rescue technicians, emergency gear and food, life rafts, bailing pumps, arctic survival gear and illumination flares to support rescue missions. The interim capability involving the Hercules will be in place until the new C-295 fleet is fully operational. That could happen in 2024 or 2025. The RCAF says it had no choice but to remove the Buffalo aircraft from service. The fleet underwent a life extension program, which ensured the planes were able to safely and effectively support search-and-rescue operations up to Jan. 15, 2022. With the life extension program now concluded, the Buffalo was no longer able to support operations, the RCAF noted.

F35-C Fighter Jet: Race is on to Reach Sunken US Plane

before China. *Claire Hills - BBC News January 27, 2022*



The US Navy variant of the F-35 Joint Strike Fighter, the F-35C

A race against time is under way for the US Navy to reach one of its downed fighter jets - before the Chinese get there first. The \$100m F35-C plane came down in the South China Sea after what the Navy describes as a "mishap" during take-off from the USS Carl Vinson. The jet is the Navy's newest and crammed with classified equipment. As it is in international waters, it is technically fair game. Whoever gets there first, wins. The prize? All the secrets behind this very expensive, leading-edge fighting force. Seven sailors were injured

when the jet came down on Monday after it struck Vinson's deck during a military exercise. It is now lying on the ocean bed, but what happens next is a mystery. The Navy will not confirm either where it came down or how long it will take to retrieve it.

China claims almost the entire South China Sea and has increasingly taken steps to assert that claim in recent years, refusing to recognise a 2016 international tribunal ruling saying it had no legal basis. National security experts say Chinese military would be "very keen" to get to the jet, but a US salvage vessel looks to be at least 10 days away from the crash site. That's too late, says defence consultant Abi Austen, because the black box battery will die before then, making it harder to locate the aircraft. "It's vitally important the US gets this back," she says. "The F-35 is basically like a flying computer. It's designed to link up other assets - what the Air Force calls 'linking sensors to shooters'." China doesn't have that technology so getting their hands on it would give them a huge leap forward, she says. "If they can get into the 35's networking capabilities, it effectively undermines the whole carrier philosophy." Asked if there were echoes of the Cold War here, she says: "It's all about who's the biggest dog in the park! This is basically *The Hunt for Red October* meets *The Abyss* - it's a brilliant three-act play."



What's so special about the F-35C? The US Navy variant of the F-35 Joint Strike Fighter, the F-35C

- a network-enabled mission system that allows real-time sharing of information it collects while in flight
- US Navy's first "low observable" carrier-based aircraft which enables it to operate undetected in enemy airspace
- larger wings and more robust landing gear make it suitable for "catapult launches" from carriers at sea
- has the most powerful fighter engine in the world and it can hit speeds of up to 1,200 mph, or Mach 1.6
- can carry up to two missiles on its wings and four inside

Ms Austen, a former adviser to the US Chairman of the Joint Chiefs and former senior NATO and EU diplomat, said she believes any attempt by China to try to claim salvage rights was them "stress testing" the US. It comes at a vulnerable and dangerous time following what some perceived as a disorganised and disastrous Afghanistan pull-out, she believes. There is no doubt China wants this plane, although cyber espionage may mean they already have some knowledge of its interior, layout and workings, says Bryce Barros, a China affairs analyst and security fellow

at the Truman Project. "I think they would want to see actual parts of the plane, to better understand how it is laid out and find its vulnerabilities." The US Navy acknowledged in a statement that a recovery operation was under way following the "mishap" aboard USS Carl Vinson.

So how would the retrieval actually work? A team from the US Navy Supervisor of Salvage and Diving would attach bags to the jet's fuselage which will then be slowly inflated to raise the wreckage. This operation will be more difficult if the airframe is not largely in one piece. The aircraft was likely to have been armed with at least a couple of missiles carried either on its wings or in the internal weapons bay which could also complicate recovery. There is precedent for these winner-takes-all military cat and mouse games. In 1974, at the height of the Cold War, the CIA secretly pulled a Russian submarine from the sea floor off the coast of Hawaii using a giant mechanical claw. Two years earlier, the Chinese military secretly salvaged the UK submarine HMS Poseidon which sank off China's east coast. And it is widely believed that China got its hands on the wreckage of a secret US "stealth" helicopter that crash-landed in the raid on Osama bin Laden's compound in 2011. Mr Barros said: "We are sure the Chinese military got to see the onboard equipment and software then." The Guinness World Record-holding deepest successful salvage operation was the raising of the wreckage of a US Navy transport aircraft from the floor of the Philippine Sea in May 2019. It was some 5,638m (18,500 ft) below the surface. One other option, of course, is to destroy the jet to stop it getting into the hands of Beijing." The easiest thing to do would be to torpedo it!" said one military officer. But that's not thought to be an avenue under consideration.

Cameron Cathcart Youth Poem of Remembrance Award

A bursary has been established in Cam's name to generate funds annually for the Student Remembrance Day Poem. This will provide a bursary of \$250.00 to the winning poet each year. We invite you to become a donor to the Cameron Cathcart Youth Poem of Remembrance Award. Cam was a visionary and a true Canadian patriot. He was determined to tell the stories of this great nation in a creative and meaningful way. Among his many projects, Cam wanted to make sure that programs were established, aimed at our youth, to make them aware of the legacy our veterans have provided to Canadians because of their service.

In 2006 Cam decided a competition should take place annually in which young writers could submit poems with a Remembrance Day theme. A winner would be chosen, and the poem would be read at the November 11 Service. In recognition of the importance of this project, the Cameron Cathcart Youth Poem of Remembrance Award was established in 2021 through the generosity of a grant provided by Great Lakes Productions. The intention of the Bursary program is to raise \$20,000.00 to ensure this initiative continues in perpetuity.

Donations can be made to:

BC Regiment (DCO) Association Charitable Trust
682 Wilmot Street
Coquitlam, BC, V3J 6P4

All donations are eligible for federal tax receipts. Please join us in supporting this endeavor in the memory of Cam and to keep youth involvement a vital part of the Ceremony.

Vancouver Artillery Association Yearbook Updates

Thursday VAA Directors Briefing Drop into the zoom meeting on Thursday, 3 Feb 2022 if you have any questions on the latest Vancouver Artillery Association happenings. <https://zoom.us/j/710845848>

Yearbook Update 2006 Another video from Yakima in 2006 has now been uploaded. Can you identify the signaler and the technician? <https://www.vancouvergunners.ca/cougar-salvo-2006.html>

Master Warrant Officer (Ret'd) John McClelland

John McClelland was in time, and we thought it was a great idea to go out for dinner. What better mode of transport than my (new to me) Iltis. It attracts quite a bit of attention as the local RCMP constable stopped for a look as well. Turns out he owns one as well! Great photos by Captain Rob Wishnicki. <https://www.vancouvergunners.ca/2022.html>

Corporal Helmcken Diary –

Another week with Gunner Helmcken in France from January 8 to 14. He is back from his leave in England but has been attached to Headquarters as an orderly. The weather is cold with some snow and a lot of mud. He was nearly hit by enemy artillery and there are sounds like tunnelling from the ground underneath the position. <https://www.vancouvergunners.ca/helmcken-diary.html>

Would you like to participate in the search of our regimental history? Send me an email to president.vcrgunners@gmail.com Always looking for new members to the team.

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!

The Museum is adding an Afghanistan display and have a mannequin dressed in CADPat. They are looking for a set of the type of webbing used in that theatre. Anybody have a set they would like to donate?

Who (or What) Is It?

Last Week:

The **Bell P-63 Kingcobra** is an American fighter aircraft that was developed by Bell Aircraft during World War II. Based on the preceding Bell P-39 Airacobra, the P-63's design incorporated suggestions from P-39 pilots and was superior to its predecessor in virtually all respects. Deliveries of production P-63As began in October 1943. The USAAF concluded the Kingcobra was inferior to the Mustang and declined to



order larger quantities. American allies, particularly the Soviet Union, had a great need for fighter aircraft, however, and the Soviets were already the largest users of the Airacobra. Therefore, the Kingcobra was ordered into production to be delivered to Russia under Lend-Lease.

The **Lockheed P-80 Shooting Star** was the first jet fighter used operationally by the United States Army Air Forces (USAAF). Designed and built by Lockheed in 1943 and delivered just 143 days from the start of the design process, production models were flying, and two pre-production models did see very limited service in Italy just before the end of World War II. Designed with straight wings, the type saw extensive combat in Korea with the United States Air Force as the F-80.



Where did they meet?

My Brief War with Russia

Alton H. Quanbeck March 4, 1990

We were skimming the tops of clouds at 37,000 feet when I decided to start our letdown into the target, 10 minutes earlier than planned. We armed our .50-caliber machine guns in preparation for action. It was Oct 8, 1950, early in the Korean War, and two of us -- myself and my wingman, Al Diefendorf -- were on a mission over North Korea. Only later did we learn that we had strayed and were, in fact, a few miles inside the Soviet Union. At 10,000 feet I spotted a small hole through the clouds. We dropped our F-80s in tight circles through the opening and found ourselves above a broad river valley with mountains on each side. Following the river, I proceeded southeast, a heading which I thought would bring us directly to the coastline and well away from the Chinese and Soviet borders. In the days preceding this mission, signs of the enemy had been scarce, so I was surprised when I saw flashes of anti-aircraft fire from the top of a two-story building in a small town about 500 yards off our right wing. I alerted Diefendorf.

About 20 seconds later I spotted a truck heading west on a dirt road. "Let's go in and get it," Dief said. An instant later, he shouted, "Look at the airfield, it's loaded!" It was the kind of target that fighter pilots dream about. Parked in two rows were about 20 aircraft of the P-39 or P-63 type. Thousands of them were built and flown by Americans in World War II, and some were sent to our Soviet ally. Those below us had large red stars surrounded by a narrow white border painted on the side of their dark brown fuselages. I had only seconds to make a decision. At our speed, the airfield would soon pass beneath us unless I positioned us for an attack. We were also nearing minimum fuel. Our low altitude and the low hanging clouds prevented me from seeing more than a mile or two in any direction. Even if I could have identified distinctive terrain features, it was unlikely I could have related them to the crude maps I carried on the mission. What made me decide to attack? First, we had had intelligence reports of an expected movement of aircraft down the northeast coast of Korea; second, the planes' markings were nearly identical to those used by the North Koreans; third, I had used caution in my dead-

reckoning navigation so as to hit the coast well south of Soviet borders. More important, they had shot at us first.

Two uncertainties bothered me. First, P-39 type aircraft had never been seen before in North Korea, and secondly, I was not certain where we were. Our target was an airfield at Chongjin on the far northeast coast of the Korean Peninsula, some 430 miles north-northeast of our base at Taegu Airfield in South Korea and only 40 miles south of the Chinese border and 60 miles southwest of the Soviet border. The airfield below didn't match the description of the one at Chongjin, which was reported to have a hard surface. But I did not hesitate. We went in for the attack. In our intelligence debriefing later, we claimed one aircraft destroyed and two damaged. We were conservative. Several months later an intelligence officer assigned to Far East Air Force Headquarters told me "the airfield burned for a week." The aircraft we saw burn must have triggered a series of secondary explosions which reached the other planes. The attack quickly had international repercussions. The Soviet government protested in the United Nations and the United States admitted responsibility. The story was front-page news, but it soon became clear that both governments preferred to forget the matter, each for its own reasons. Nonetheless, some historians believe the mission profoundly affected the behavior of the Soviet leaders toward their Korean allies at a critical time. It probably drove another nail into the coffin President Truman was fashioning for Gen Douglas MacArthur's tenure as commander of American and UN forces in Korea.

By early October 1950, MacArthur had enveloped the North Koreans with his amphibious landings at Inchon and the breakout from the Pusan perimeter to the south and was driving north across the 38th Parallel dividing the two Koreas. The People's Republic of China reacted by mobilizing its Manchurian army and committing it to attack across the Yalu River into North Korea as the UN forces approached. Stalin was concerned not only with the possible defeat of his North Korean surrogates but also with the prospect that UN forces could soon be located near the Soviets' 15-mile-long border with North Korea. Stalin had to decide whether to intervene actively. As I sat in the briefing tent of the 49th Fighter Group at Taegu, I was little concerned with these questions. I was being briefed for an armed reconnaissance flight over Chongjin. Our group had flown a mission there the previous day but couldn't find the airfield. Another flight had reconnoitered Chongjin that morning but found no activity. Chongjin received all this attention because our intelligence reported 200 North Korean pilots training in the northeast part of Korea, close to the border. We were briefed about an hour before takeoff. The briefing officer didn't have much to show us, only a target folder and messages reporting the negative results of the earlier flights. During that stage of the Korean War, photographs or detailed maps of the target areas were not available. Since we had to fly practically the entire mission without reference to the ground, and since there were no radio navigational aids along the entire flight path, our heading after takeoff and the time of flight would determine our letdown into the target area. A dominant factor was the forecast winds, especially at high altitudes where they were usually strongest. Unfortunately, the Soviets since mid-September had encoded all their weather reports, preventing us from knowing the weather over Siberia, north and west of Korea.

The tops of the clouds rose along our path, so we climbed to 35,000 feet and later to 37,000 feet to stay above them. This caused our first deviation from the pre-flight plan. Then, about 40 minutes after takeoff, flight leader Bud Evans called me on the radio and said his engine had thrown a blade from its exhaust turbine, forcing him to return to base. That was how Dief and I happened to be dropping through the clouds and going after those 20 planes sitting so invitingly on an airstrip somewhere near the Soviet-North Korean border. I positioned our aircraft for a strafing pass on the northern line of aircraft, then made a sharp, banking turn to the left and fired on the southern line. I could see tracers carving through the aircraft and knew we were getting lots of hits, but there were no explosions. On my last pass, I decided to make sure of one clear kill. I concentrated my fire at one plane and saw it start to burn. Dief followed me closely in each pass. We exhausted our ammunition and were down to minimum fuel -- 400 gallons. Time to go home.

As I pulled off the target, turning right to our homeward course, I saw an island off the coast. "Oh, oh," I thought, "there's no island near Chongjin." After four minutes heading south, I could see a coastal point that matched the coastline at Chongjin. Now I was worried. Dief and I checked our maps and concluded we had struck an unimproved airfield shown at Rashin (now called Najin), 40 miles north of Chongjin and only 20 miles from the Russian border. I felt better. That evening, after an initial debriefing and dinner, we were summoned to headquarters by Maj Gen Earl E Partridge. I went over the mission completely. Then Partridge laid out a large map, pointed to an area inside the Soviet Union southwest of Vladivostok and asked if we could have attacked there. There were marked similarities to the terrain features we had described at Rashin. It was possible, but certainly not probable. I thought to myself, "My God, the wind would have to be much stronger than we expected to blow us way up there." (I later figured the winds must have blown from 240 (from the southwest) at 200 miles per hour, twice as strong as predicted and 90 off the direction predicted by our weather forecasters. At that time, such high speeds of winds aloft were poorly understood. Only two months later I flew an F-80 westward over southern Japan with a ground speed of over 600 mph, which translates as a 200-mph tail wind.)

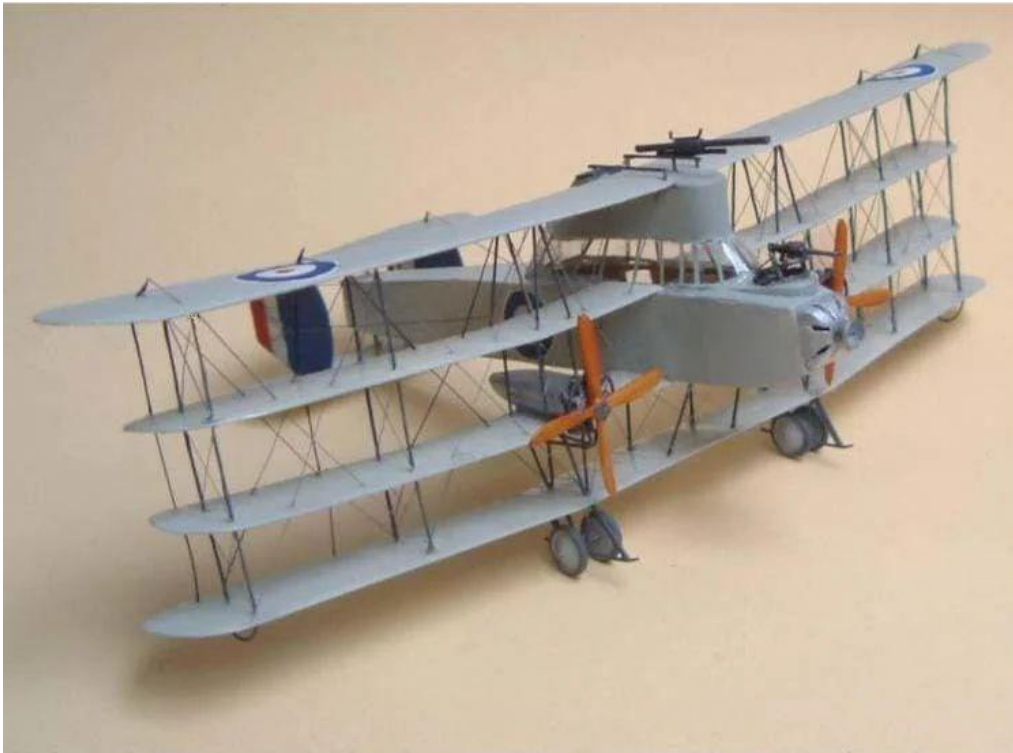
As we were leaving, Partridge said gently, and with some affection, "You'll get either a Distinguished Service Cross or a court martial out of this mission." Dief met me when I returned from a mission the next day. His succinct words were: "It's hit the fan." Soon the game was to be played at high levels. Dief and I became pawns as the big boys took over. The headline of the San Francisco Chronicle for Oct 10, 1950 read: "Moscow Says US Jets Strafed Russian Airfield." From The Washington Post: "US Raid on Soviet Plane Base Charged. Soviet Deputy Foreign Minister Andrei Gromyko delivered the Soviet protest on Oct. 9: "On October 8 at 16 hours 17 minutes local time two fighter planes of the USA Air Force of the type Shooting Star F-80 grossly violated the state frontier of the USSR and, approaching in a hedge-hopping flight the Soviet aerodrome situated on the seacoast in the Sukhaya Rechka area, 100 kilometers from the Soviet-Korean frontier, fired at the aerodrome with machine guns. As a result of the firing, damage was caused to property of the aerodrome." To the Soviets, the mission was a surprising and confusing violation of their territory and frustrating evidence of their vulnerability.

Soviet radar probably picked up our F-80's about 100 miles from the Soviet border, then tracked us through the descent and lost us in ground clutter when we dropped into the river valley. A general alarm went out, but the Soviets had no aircraft, guns or missiles to meet the attack. Besides, it was Sunday afternoon; no one was around to do anything. To them, it was like Pearl Harbor, a dastardly sneak attack. The Oct 8 incident forced Soviet leaders to recognize the vulnerability of their forces, especially in the east, and their inability to defend against the more modern, experienced US Air Force. Stalin decided to disengage from North Korea and stopped all further aid on Oct 22, only two weeks after our attack. Back in Washington, President Truman was dismayed by the attack. He held MacArthur responsible, suspecting him of deliberately acting to precipitate a war with the Soviet Union. Almost immediately after the incident, Truman ordered MacArthur to meet him at Wake Island, where they talked privately in Truman's airplane. MacArthur would survive as commander for only six more months.

On Oct 19, Truman had Warren Austin, the chief American delegate to the UN, admit the attack. His letter to UN Secretary Trygve Lie added: "The commander of the Air Force group has been relieved and appropriate steps have been taken with a view toward disciplinary actions against the two pilots concerned." Austin identified the pilots as 1st Lt Alton H Quanbeck and 1st Lt Allen J Diefendorf. In the meantime, Dief and I were in limbo. The Air Force's investigating officer, Maj Harry W Christian, discovered no physical evidence of a crime, and there were no gun-camera records because our base had run out of film. "There is no real evidence in this case," Christian concluded. But because of the political pressures from Washington, the Air Force ignored his recommendations and scheduled our general court-martial for Nov 18 in Nagoya, Japan. We were accused of violating an order to stay clear of the Manchurian (Chinese) border, of strafing Soviet territory (a "country at peace with the United States") and of violating an order to make no attack without positive identification. Our attorney, Maj Bernard Katz, argued that the government was trying to locate us "in Manchuria on one count and in Russia on another count" and added: "They did positively identify a target, and they strafed a target that they positively identified. They identified it as a North Korean airfield, on which was contained certain aircraft, bearing the mark of a star. They had been briefed that any aircraft marked with a star found in North Korea was good game.

Both of us were found not guilty of all charges. But the court martial was closed to the public, and the results were never released. Air Force leaders wanted the Russians, and probably President Truman, to believe we had been properly punished. The Air Force would not permit Dief or me to fly any more combat missions, reasoning that we would be in jeopardy if we were shot down and captured. Instead, Dief was assigned to a fighter squadron in the Philippines, where his new bride could join him. I was reassigned to a fighter-interceptor squadron in Japan, and then became aide-de-camp to Brig Gen Delmar T Spivey, who had been present at our initial debriefing. I finished up my tour as a combat crew instructor with F-84's back with the 49th Fighter Group. Alton Quanbeck, after 22 years in the Air Force, worked for the Brookings Institution, the Senate Intelligence Committee and the CIA. He is now a farmer in Middleburg.

This Week: Yes, we are on a bit of an air-minded theme, aren't we? One of the reasons is that our readers often send in suggestions that meet with that area of interest. We promise that next week we will have something clanky, and crawly. Or is it "clankey"? Hoagy Carmichael must have known it was the former when he penned his 1942 hit, sung by Bing Crosby, "I'm a Cranky Old Yank in a Clanky Old Tank on the Streets of Yokohama with my Honolulu Mama, Doin' Those Beat-O, Beat-O, Flat-On-My-Seat-O, Hirohito Blues". What the Showa Emperor (Hirohito) thought of that is unrecorded. All of that brings us back to this elegant swan of an aeroplane, replete with multiple engines, multiple wings (just to make sure it stays up), multiple guns, and multiple occupants (all snugly housed in an early glazed and heated flight deck). It certainly looks a bit like something dreamt up by an author in "Amazing Science Fiction Stories", or "Thrilling Tales of Our Empire's Plucky Aeronauts".



However, it was a real aircraft, and, indeed, one with quite advanced features, being the very first of its class. It's quite obvious that it is British, not just from the roundels, but from its streamlined appearance, putting it up there with the Blackburn Blackburn, featured in Quiz No 256, not that anyone remembers, including me! Sadly, this unique ship remained unique, a one-off, and led to no aerial fleets.

However, one of the men who helped design it did find fame, but with a much different type of airplane. So, what was this machine? Of what was it a pioneer, and with what was it armed? Who helped design it, and what was he later responsible for? Send your answers to the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John Redmond (johnd._redmond@telus.net).

From the 'Punitary'

What happens when you boil a funny bone? It becomes a laughingstock. (That's humerus!)

Murphy's Other Laws

Airspeed, altitude and brains. Two are always needed to successfully complete a flight.

Quotable Quotes

Tell me and I forget. Teach me and I remember. Involve me and I learn. - *Benjamin Franklin*

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



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(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.

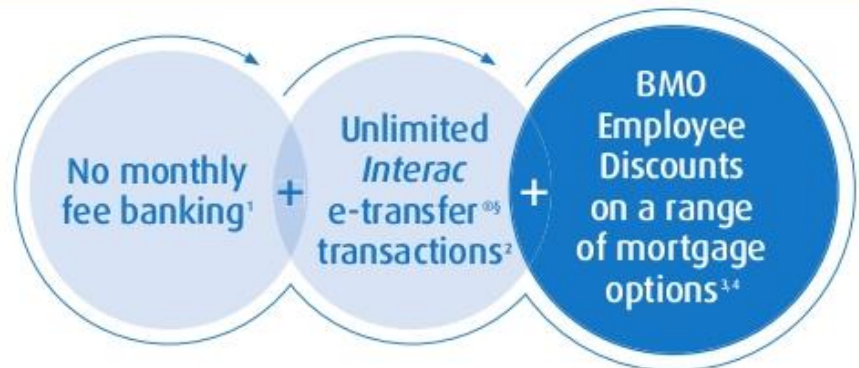
Bank of Montreal

The official bank of the Defence Community

Our strategy is simple –
Do more for you.



BMO is proud to be the official bank of the **Canadian Defence Community**, and to provide exclusive offers to you.



Mortgages

- BMO employee discounts on a wide range of mortgage options^{3,4}
- Flexibility to move or break your mortgage through the Integrated Relocation Program⁵
- 130-day mortgage rate guarantee – the longest of any major bank in Canada⁶



Bank Accounts

- Save money with a Performance Plan chequing account with no monthly fees¹
- Unlimited Interac e-transfer⁵⁵ transactions²
- OnGuardSM Identity Theft Protection Service at no charge^{7,8}
- Keep the same accounts no matter how many times you relocate
- Access to CreditViewSM – the free, instant way to get your credit score⁹



Lines of Credit

- BMO employee discounts on unsecured and secured personal lines of credit³
- Student line of credit with preferential pricing and flexibility¹⁰

Credit Cards



- Choose the BMO Support Our Troops CashBackSM or AIR MILESSM MasterCardSM
- No annual fee¹¹
- Support Canadian Forces Morale and Welfare Services with every purchase you make
- Visit bmo.com/sot to find out about the welcome offers

Frequently Asked Questions

What is the Canadian Defence Community Banking (CDCB) Program?

BMO and Canadian Forces Morale and Welfare Services have teamed up to offer the CDCB Program to eligible members of the defence community and their families.

Who is eligible for the CDCB Program?

Program benefits are exclusive to regular force personnel, reserves, recruits, military families, Veterans and retirees, as well as Department of National Defence (DND) and Staff of the Non-Public Funds civilian personnel, the RCMP and the Canadian Coast Guard.

Can BMO help me if I am relocated or deployed?

One way BMO can help is by covering your prepayment charges when you are relocated or deployed through the Integrated Relocation Program, and have to move or break your mortgage.

How does Canadian Forces Morale and Welfare Services (CFMWS) get funded by the BMO Support Our Troops MasterCard[®] program?

BMO pays royalties to CFMWS each quarter. CFMWS uses the royalties to fund the Support Our Troops National Summer Camp Programs and more.

How can I get help with home financing?

Visit a branch, find a Mortgage Specialist at mortgagelocator.bmo.com or call 1-866-548-7490 or collect from overseas at 514-877-7738 to get help with home financing.

How much can I save in bank fees with the CDCB Performance Plan Chequing Account?

You can save \$191 each year in monthly plan fee, \$120 each year with 5 non-BMO ATM withdrawals included each month, and \$155 each year in Identity Theft Protection at no charge.¹²

How can I contact BMO to learn more about the CDCB Program?

- Visit any BMO branch
- Call 1-866-548-7490
- International customers can call collect at 514-877-7738
- Find us on Social Media

Visit us in branch or at bmo.com/cdcb to learn more.



Scan the QR code to get more information.



¹²The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included for free in your Bank Plan. ¹The monthly Plan fee may still apply. Other transaction fees may apply if you have a Bank Plan that does not include unlimited everyday banking transactions. A cancellation fee may still apply when you cancel the transaction. ²Interac e-transfer[®] transactions are subject to maximum transfer dollar amounts. ³Applications and the amount you can borrow are subject to meeting BMO's usual credit criteria. ⁴Some conditions may apply. These special offers are not available for the 5-year or 10-year BMO Smart Fixed Mortgage or a Homeowner Readline. To qualify for the CDCB special rates on 5-year fixed and 5-year variable rate mortgage, you must have a Canadian Dollar Primary Chequing Account (Chequing Account) with a CDCB Performance or Premium Plan; and set up the Chequing Account as the funding account for the BMO Mortgage; and have one (1) recurring direct deposit into the Chequing Account. ⁵Some conditions may apply. ⁶We guarantee your interest rate for the selected fixed rate mortgage type and term for up to 130 days from the rate guarantee start date. If the mortgage is not funded within the 130-day period, the interest rate guarantee expires. ⁷Applicable to residential mortgages only and subject to Bank of Montreal standard lending criteria for residential properties. Longest rate guarantee of any major bank as of November 18, 2020. ⁸Plan, transaction, service and product fees may still apply. ⁹You're eligible for OnGuard[™] if you are a BMO customer who has a lead account¹⁰ with one of the following Bank Plans: Performance Plan, Premium Plan, Platinum Plan or Employee Plan. In addition, to qualify for OnGuard, you must be a Canadian resident who has reached the age of majority for your province or territory, and you must be registered for BMO Online Banking and/or Mobile Banking and you must have a valid email address on your BMO profile and your lead account must be in good standing. Customers with an eligible Bank Plan with the Kids or Teens discounted banking program do not qualify for OnGuard. All accountholders of a lead account with an eligible Bank Plan qualify for OnGuard[™] provided they meet the above-eligibility requirements. If you switch your lead account to an ineligible Bank Plan, then you will no longer qualify for the OnGuard[™] service. ¹¹The lead account is the one you designate to pay any fees required by your Bank Plan, for example, your monthly Plan fees and transaction fees. ¹²OnGuard[™] retail value is \$155.88 annually (charged at \$12.99 per month). ¹³OnGuard[™] is provided by Sigma Loyalty Group and Interactions Inc. Sigma Loyalty Group and Interactions Inc. Terms and conditions can be found at www.bmo.com/onguard/SIGconditions. ¹⁴CreditView[™] is a service provided to you by TransUnion. Using this service does not impact your credit score. This service is being made available to you as a customer of BMO ("Bank of Montreal") at no additional charge. ¹⁵You must be a Canadian citizen or landed immigrant enrolled in a Canadian or non-Canadian post-secondary school or university. Co-signer may be required. Subject to credit availability and verification of identity. ¹⁶Ongoing interest rates, interest-free grace period, annual fees and all other applicable fees are subject to change. Cash advances include balance transfers, cash-like transactions and Mastercard cheques. Visit your branch, call the Customer Contact Centre at 1-800-263-2263, or visit bmo.com/rates-fees for current rates and fees. ¹⁷The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included in the Performance Plan. Some non-BMO ATMs may charge you a convenience fee. The convenience fee is not a BMO fee and is added to the total amount of your withdrawal. You are responsible for the convenience fee that may be applied to your transaction.

¹⁸Registered trademark of Bank of Montreal. ¹⁹Interac e-transfer is a registered trademark of Interac Inc. ²⁰OnGuard is a service of Sigma Loyalty Group. OnGuard[™] is a trademark of Sigma Loyalty Group Inc. Identity Guard[™] is a registered trademark of Interactions Inc. ²¹CreditView is a trademark of TransUnion LLC. ²²MasterCard is a registered trademark, and the circles design is a trademark of Mastercard International Incorporated. Used under license.