

## Van Arty Assoc and RUSI Van Members News April 2, 2013

### Wednesday Lunches

Lunches in the 15<sup>th</sup> Field Officers Mess continue with Mrs Lum cooking at home and bringing the food in. The decision has been made to renovate the upstairs (Mess) kitchen at an estimated cost of \$30-35,000. Fundraising efforts have started, watch this newsletter for events and campaigns.

Remember to drop your lunch ticket in the bowl when you pick up your soup/salad.

And finally, PLEASE DO NOT PARK IN THE VEHICLE COMPOUND!!

### Lieutenant Colonel Victor Coroy, A True Canadian Hero

*From the Canadian Army website*

*This is the 'official' version of the story published here last week, just posted on the Canadian Army website*

<http://www.army.forces.gc.ca/land-terre/home-accueil-eng.asp>



*Associate Minister of National Defence Kerry-Lynne Findlay presents LCol Coroy with a framed picture of Honour House.*

*Thursday, March 28, 2013*

**Ottawa, Ontario** — LCol (r) Victor Coroy, a 39 year veteran of the Regular and Reserve Canadian Armed Forces (CAF), was honoured for his work supporting veterans and their families at a ceremony on March 25, 2013 at the Army Officers' Mess in Ottawa, Ontario. Associate Minister of National Defence Kerry-Lynne Findlay presented LCol Coroy with a framed picture of Honour House, a project he helped establish that supports injured CAF personnel, first responders and their families.

"First, thank you for your service as an officer. And, thanks to your vision and determination, there is a place of refuge for families of injured soldiers and first responders. On behalf of the Government of Canada I would like to express my deepest appreciation," stated Associate Minister Findlay.

LCol Coroy described receiving the honour as a humbling experience: “I don’t think I did anything extraordinary except recruit people to fill a need. My reward was the enthusiasm of the people who contributed. A lot of Canadians will fill a need quickly, given the opportunity. I would like to thank all of them.”

LCol Coroy began his career in the CAF in the late 1960s as an artillery officer and pilot gunner. While flying fixed wing spotter aircraft at eight feet, he would mark areas with coloured smoke for artillery targets, fly to a higher altitude to see if the gunfire hit the target, and take off before the enemy could retaliate.

After leaving the Army he worked on various defence-related projects, including the Atlantic Council of Canada, the Conference of Defence Associations, the Canadian NATO Defence College Association and the Royal United Services Institute of Vancouver.

In 2006, LCol Coroy proposed the Honour House project after witnessing the financial and emotional strain endured by families of injured soldiers and first responders who had to travel long distances for medical treatment. He saw that families needed a place to stay, especially when treatment and rehabilitation was long-term. For example, Captain (r) Trevor Greene, an officer in the Seaforth Highlanders, sustained a life-threatening brain injury while deployed to Afghanistan.

LCol Coroy said, “I realized Trevor Greene’s family had no place to call home in Vancouver while he underwent treatment.”

To resolve this, LCol Coroy, then President of Royal United Services Institute (RUSI), joined with fellow RUSI members Jim Stanton, Cam Cathcart and Allan de Genova, then chair of the Vancouver Parks Board, to build a place in Vancouver for families like Trevor Greene’s.

“It was Vic’s drive and vision that got the ball rolling. And the community really stepped up [and] took on this responsibility,” stated John Appleby, recently retired Treasurer and Board member of Honour House. Support has been overwhelming; people from all walks of life have volunteered their time and money to the project. Honour House began receiving guests in September 2010 and has since housed hundreds of family members.

*Article by Ryan Ferrara, Army Public Affairs*

*Photo by Cpl Philippe Archambault, Army Public Affairs*

## **Record numbers of Cadets mark Vimy Day at Victory Square on April 7<sup>th</sup>**

*Vimy Day commemorates a turning point in Canada’s history.*

The 2013 Vancouver Vimy Day Commemoration will be held on Sunday, April 7 at Victory Square starting at 11:00 am. Many historians say that Canada came of age as a country in winning the Battle of Vimy Ridge in April 1917.

Vimy Day is the 'Day of Recognition' of the Royal Canadian Army Cadet Corps. To mark this, ten Cadet units from across Vancouver consisting up to 300 Cadets will parade at Victory Square on April 7. The commemoration was moved to the weekend date to maximize Cadet attendance.

Army Cadets will have an important role in the commemoration. For example, C/CWO Jesse Johnson of Seaforth 1867 Corps will be Parade Commander. Cadets will also serve as sentries at the Cenotaph. In addition the all-Cadet Vancouver Flag Party will carry the official flags.

The program includes a proclamation from the Mayor of Vancouver designating April 7 as Vimy Day, the reading of a poem, and 'Impressions of Vimy' by a B.C. recipient of the 2012 Beaverbrook Award. A bugler will sound Last Post, the Lament will be piped and a soloist will sing O Canada and Maple Leaf Forever.

Wreaths are placed at the Cenotaph by regimental organizations that perpetuate the original battalions involved in the Battle of Vimy Ridge. These include the B.C. Regiment (DCO), Seaforth Highlanders of Canada, 15th Field Regiment (RCA) and the Royal Westminster Regiment.

The Army Cadet League of Canada, Royal Canadian Legion, Army, Navy & Air Force Veterans, and Veterans Affairs Canada, 39 Canadian Brigade Group, Royal United Services Institute-Vancouver and the Consul General of France will also place wreaths.

The general public, families, youth, Veterans and serving members of the Canadian Forces are welcome at this significant commemoration of a WW 1 battle that is considered a turning in Canada's history.

Arrival time at Victory Square is recommended between 10:30 and 10:45 am as the ceremony begins at 11:00 am ending at approximately 11:30 am.

For more information please contact:

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## **Britain's biggest gun aims for Netherlands**

27 March 2013

*The UK's largest artillery piece, 1 of 12 surviving wartime railway howitzers in the world, is being moved for exhibition in the Netherlands.*

The barrel of the UK's last surviving railway howitzer is loaded onto a lorry for transport to Holland

The 190 ton 18-inch howitzer is being sent to the Netherlands to form the centerpiece of an exhibition at the Het Spoorwegmuseum (Dutch Railway Museum) in Utrecht. The gun, originally designed for the battlefields of the First World War, weighs around the same as 17 double-decker buses in rush hour. On Monday, 25 March, nearly 70 years after its huge barrel was pointed across the Channel to protect our shores during the dark days of the Second World War, it began its journey from the grounds of the Royal Artillery's headquarters in Wiltshire, where it has sat since 2008. The logistical operation to move such a hulk of metal along some of the busiest roads in the south of England has taken weeks of careful planning. Specialised heavy equipment moving lorries had to be used to transport the rare howitzer.



*Specialists work to dismantle the gun for transport to the Netherlands*

*[Picture: Shane Wilkinson, Crown copyright 2013]*

It had to be dismantled into 2 sections before it could be moved, yet the loads were still gargantuan. The barrel alone weighs-in at 86 tonnes; 104 tonnes with the collar and breech. The project manager who has masterminded the monster move and been behind the dismantling and restoration of the priceless antique is Lieutenant Colonel John Le Feuvre, Deputy Commander of Larkhill Garrison. He said:

*I'm delighted to be here to watch the railway howitzer set off on this first step on its long journey. It's taken a lot of time in preparation, but it's been worth it.*

John Stocks is one of the team of lorry drivers and logisticians whose job it is to make sure the historical howitzer gets to the Netherlands unharmed: *"I don't see any problems moving the gun," he said. "We've moved some pretty unusual things in the past including a fibreglass dinosaur."* The move provided a spectacular sight for commuters on their way home along the A34 on its journey to the coast. The railway howitzer will remain in the Netherlands until September 2013 before returning home to the UK to a location yet to be confirmed.

This will be the first of many public displays of this weapon of such historical importance. The Royal Artillery project team are hoping that, after so much effort went in to getting it up to an acceptable standard for the move to the Netherlands, it can be viewed by the public as was intended when it was gifted to the regiment on its move to Woolwich in 1991.

## **The howitzer's history**

The 18-inch Barrel No L1 was 1 of 5 (Serial numbers L1-L5) manufactured by the Elswick Ordnance Company as a replacement for the 14 inch barrels mounted on Railway Truck Mountings (RTMs) 'Boche Buster' and 'Scene Shifter' between 1917 and 1919. The barrels were completed too late to see action in the First World War. Following the war, all the barrels were put into storage except No L1 which, in 1921, was mounted on an RTM to test the accuracy of the 18-inch howitzer in Shoeburyness, on the Essex coast. Successful tests extended the lifespan of the RTMs into the era of mechanised warfare; the slighter 14-inch barrels having become obsolete.

The outbreak of the Second World War saw the gun being rolled out again. With the fear of invasion from France it was deployed to the Kent coast, where it stayed until 1943 as a deterrent but was never used. With invasion never happening, the guns were dispersed. All were scrapped in the early 1960's except this one remaining piece which, still on its proofing sleigh, was sent back to Shoeburyness to test fire power efficiency of 1,000-pound bunker bombs.

A television production team has documented the restoration work on the gun and is recording its journey to the Netherlands. The programme, which is part of the Channel 5 series [Monster Moves](#), is due to air in the UK this summer.

## **Yeager brings 'Right Stuff' to symposium**

*by Don Brantum Air Force Academy Public Affairs Posted 2/26/2013*

**U.S. AIR FORCE ACADEMY, Colo. (AFNS)** -- The first person ever to travel faster than the speed of sound didn't know anything about airplanes when he enlisted in the Army Air Corps in September 1941. But retired Brig Gen Chuck Yeager did have a knack for fixing machines and a willingness to do whatever his duty required of him and to take advantage of any opportunity that presented itself, which is how he ended up behind the controls of the X-1 experimental aircraft when it made its first supersonic flight just six years later. Yeager spoke about his flying career during a National Character and Leadership Symposium presentation Feb. 22 in the Arnold Hall Theater. "I've never seen so many people in my life," he said to applause and laughter.

## **FROM MECHANIC TO ACE**

Yeager didn't see an airplane on the ground until he was 15, but it didn't take him long to figure them out. "As luck would have it, I was a natural mechanic. My dad was a natural gas driller, and I worked with him on the drilling machine, so I understood machinery," he said. "So the Air Corps used me as a mechanic." It also didn't take him long to figure out he wanted to do more than fix airplanes: He wanted to fly them, too. "When I used to work on the airplanes, my fingernails were greasy, and these pilots would walk by with nice, clean hands and gloves," he said. "That seemed like a good deal to me." Yeager entered enlisted pilot training and graduated as a flight officer, equivalent to an Army warrant officer. He was assigned to fly P-51 Mustangs with the 363<sup>rd</sup> Fighter Squadron in England.

"On my first mission, I shot down a (Messerschmitt) 109. It was a good experience," he said. He was shot down on a later mission but evaded capture with help from the French resistance, who smuggled him over the Pyrenees Mountains and into Spain. From there, he traveled south to British-controlled Gibraltar. The Army Air Corps returned Yeager to flight, but because he was an evader, regulations prohibited him from re-entering combat. Only Army Gen. Dwight

Eisenhower, the supreme allied commander, could grant him an exception. In the meantime, he returned to the 363<sup>rd</sup> to train junior pilots. And while he was officially prohibited from engaging in combat, his guns were hot the day he and his students received an order to provide cover for a crashed B-17 Flying Fortress.

"The operations officer called me on the radio and said, "How much fuel you got?" Yeager recalled. "I said, Five or six hours," because in a Mustang you can fly forever. He said, "You got hot guns?" - "Yes, I got hot guns." - "Well, go over to this frequency and get with the British air rescue boat; there's a B-17 down in the North Sea off Helgoland."

Yeager spotted a German Junkers Ju-88 heavy fighter approaching the rescue crew. Yeager turned ahead and fell in behind the larger aircraft. "The tail gunner was shooting at me. I killed him, and then I blew up the airplane," Yeager said. "I came back and talked to the ops officer ... I said, 'Major, I shot down an airplane.'"

The operations officer wasn't happy to hear this, Yeager said. "He said, 'Go ahead and fill out an encounter report, and put Eddie Simpson ... as the pilot,'" Yeager said. About a week later, he heard back from Eisenhower that he was clear to return to combat.

## **BEATING THE BARRIER**

Yeager had his choice of assignments in the U.S. after World War II because he had been shot down. "The nearest base to my home in West Virginia was Wright Field (Ohio), so I chose Wright Field," he said. "They had an opening for a maintenance officer in the Flight Test Center, so I got assigned there."

The National Advisory Committee for Aeronautics -- what would later become the National Aeronautics and Space Administration -- conducted all the research flights out of Wright Field. NACA engineers were researching whether the sound barrier could be broken, and NACA test pilot Chalmers Goodlin had flown roughly 20 flights at speeds up to Mach 0.8. Goodlin wanted \$150,000 -- equivalent to about \$1.6 million today -- to take the X-1 over Mach 1. Maj Gen Albert Boyd, chief of Air Materiel Command's Flight Test Division, wasn't having it. "He said, 'This is ridiculous. ... We've got guys who are a hell of a lot better than these NACA weenies,'" Yeager said. "They (the Air Force) took the plane away from NACA and decided to run the tests at Wright Field, and I was selected to fly the airplane."

Yeager and the Air Force crew started testing the X-1 at Mach 0.8 and gradually increased the aircraft's speed through future flights. Along the way, they had to alter the X-1 to account for a loss of elevator control at Mach 0.88. "What happens is that the shockwave, which forms on the thickest part of the horizontal stabilizer ... will move back from the thickest point. When it gets back to the elevator, then the elevator loses its effectiveness," he said. The engineers tied the vertical stabilizer into a movable horizontal stabilizer, eliminating the control loss.

Another challenge presented itself before the first supersonic flight when Yeager broke two ribs while horseback riding with his wife at the time, Glennis, in whose honour Yeager had

christened the X-1 "Glorious (sic) Glennis." (*The plane was actually named 'Glamorous Glennis'*). "Some idiot had closed the gate. I didn't see it," he said. "Me and that horse went right through that gate." But rather than report to the flight surgeon, whom Yeager knew would pull him off the flight, he went to a veterinarian in the local area. "He said, 'Yup, you got two broken ribs,'" Yeager said. "He gave me something for it and said, 'Don't do anything strenuous.'" Two days later, as he prepared to enter the X-1 for the fated flight, he asked for help from another pilot, Jack Ridley, to close the plane's door. The two improvised: Ridley gave Yeager a broom handle so that he could seal the door with his left arm instead of his right.

## **THE RIGHT STUFF**

Yeager -- aided by his current wife, Victoria, whom Yeager married after Glennis died in 1990 - fielded a handful of audience questions, including one that evoked a surprised reaction from those in the theater: What was his opinion on remotely piloted aircraft? "I hate bleeding as much as you do," he said. "If I can fight a war without bleeding, I damn well will. That's progress. You started out with propeller airplanes and went to jets ... that's just progress. As long as I can fight a war without bleeding, well, I'll take that."

In response to another question, Yeager named Gen. Jimmy Doolittle as his role model. "I flew with him a little bit, and I hunted with him a lot," he said. "When General Doolittle came to Europe ... (fighter escorts) would fly alongside the bombers, and they'd look at you and be happy, and in the meantime, someone's shooting your tail off. Well, General Doolittle came over there and said, 'You guys ... get your planes out there in front of the bombers and shoot the Germans down. That's your job.' He changed the whole system."

Yeager said his favourite aircraft is "the one that kills the best," though his favourite modern-day aircraft is the F-15 Eagle. "Of course, you've got to take what they give you," he added. Yeager would go on to become commandant of the Aerospace Research Pilot School, where he would train 26 US astronauts despite being ineligible to become an astronaut himself. He also commanded the 405<sup>th</sup> Fighter Wing at Clark Air Force Base in the Philippines and the 4<sup>th</sup> Fighter Wing at Shaw AFB, SC

He served as vice commander of 17<sup>th</sup> Air Force at Ramstein Air Base, Germany, and directed the Air Force Inspection and Safety Center at Norton AFB, CA, before retiring in March 1975. But he stayed involved with the Air Force test pilot program even after retiring. "Edwards (AFB, CA) signed me up as a consultant test pilot for a dollar a year," he said. "The only question was, would I have to buy the fuel? I'm still flying when the weather's good."

The venerable pilot said he's grateful to the Air Force for the opportunities it's given him. "I started out as an 18-year-old kid," he said. "What I am, I owe it to the Air Force, because they put me where I could perform, and I've enjoyed it immensely."

# 2013 Vancouver Strategic Studies Conference

## 2013 Vancouver Strategic Studies Conference

Vancouver Community College  
Downtown Campus  
(Dunsmuir St & Hamilton St)



Robert Fisk



Major-General (ret'd) Ed Fitch

### Contact the Organizers -

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British Columbia Regiment (DCO)  
Royal Westminster Regiment  
Seaforth Highlanders of Canada  
Department of National Defence  
- Defence Engagement Program

### Friday April 26, 2013

6:30 PM Doors Open  
7:00 PM **Keynote Event** - Round Table Discussion -

**“Syria, Security and the Middle East”**

Featuring

Robert Fisk, Middle East correspondent for “The Independent” of London, UK  
With Major-General (retired) Ed Fitch, former Commander, Canadian Land  
Forces Western Area

**Moderator** - Dr John Craig, Dean of Arts, Simon Fraser University



National  
Défence nationale

### Saturday April 27, 2013

- 8:30 AM Doors Open with Opening Remarks at 8:50 AM  
9:00 AM **Mike Molloy** - Former Canadian Ambassador to Jordan  
*Jerusalem and Refugees: Challenges to Peace*  
9:45 AM **Colonel (retired) Pat Dennis** - Wilfrid Laurier University  
*Slackers, Shirkers & Malingerers and other great myths about Canadian  
Conscripts in the First World War*  
10:30 AM Coffee break  
10:45 AM **Stewart Muir** - Former Deputy Editor, Vancouver Sun  
*The Soldier and The Journalist: An untold World War II story of the press, public  
opinion, politics and war planning on the west coast of Canada*  
11:30 AM Lunch in the BCR Beatty Street Drill Hall, 620 Beatty St (Displays and Museum open)  
12:40 PM **Canadian Forces Perspective** - **Commodore Scott Bishop** - Commander, Canadian  
Fleet, Pacific  
*The Royal Canadian Navy in the Middle East*  
1:25 PM **Special Presentation** - **Robert Fisk** - Middle East Correspondent for “The  
Independent” of London, UK  
*The Middle East Security Environment*  
2:10 PM **Capstone Presentation** - **Major-General (ret'd) Edward Fitch** - former Commander,  
Canadian Land Forces Western Area  
*Canada's role in the Middle East*  
2:55 PM **Panel Discussion** - *The Middle East, Israel, Palestine, Iran - Is Diplomacy Dead?*  
**Moderator** - Nelofer Pazira, Award-winning Afghan-Canadian director, actor,  
journalist and author. Co-Producer and Director of the film “Return to Kandahar”  
**Featuring** - Robert Fisk and a panel of our Conference Presenters  
3:50 PM Closing remarks by the Conference Organizers

Venue - Presentation Room 420 at Vancouver Community College  
Enter VCC through the Dunsmuir St and Hamilton St entrance

Registration - (including coffee and lunch): \$35 regular, \$20 students and junior ranks

Register online visit - <http://2013vancouverstrategicstudiesconference.eventbrite.com/>

Note - Special rates for the Conference at the nearby Victorian Hotel - <http://www.victorianhotel.ca/>



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

A woman tried to apply at the Post Office but they wouldn't letter. They said only mails worked here.

### **Murphy's Rules of Combat Operations.**

Carrying any weapon that you weren't issued (eg, an AK) in combat is Not A Good Idea!  
A combat vet will know the sound of an unfamiliar weapon in an instant and will point and shoot.

### **Great Truths**

A little learning is a dangerous thing but a lot of ignorance is just as bad. - *Bob Edwards*