



## Van Arty Association and RUSI Van Members News June 2, 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](mailto: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](http://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!!**

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

Jun 3 'Wednesday Lunch' Zoom meeting

### World War 2 – 1945

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

**June 3<sup>rd</sup>:** Task Force 38 peels off some elements from supporting ground forces on Okinawa to raid airfields on Kyushu, as another wave of Kamikazes comes in where they will damage a battleship, a cruiser and an escort carrier.

**June 4<sup>th</sup>:** Two regiments of the 6<sup>th</sup> Marine Division on Okinawa make an amphibious flanking attack on the Oruku Peninsula to find some of the surviving Japanese from the Shuri line waiting for them. Three wolfpacks, each of three US submarines, enter the Sea of Japan, entering through the minefields in the Tsushima Strait; between June 9<sup>th</sup> and the 24<sup>th</sup>; they will sink over 50,000 tons of shipping and a Japanese submarine.

**June 5<sup>th</sup>:** The Allied Control Commission meets for the first time in Berlin and assumes the governing of Germany. A typhoon nears Okinawa but runs smack over a Carrier Group, causing considerable damage – particularly to USS Pittsburgh, when 110 feet of its bows vanish.

**June 6<sup>th</sup>:** Brazil declares war on Japan; while a full and active partner in the war against Germany, Brazil is home to many Japanese immigrants and has no animosity towards Japan. The 6<sup>th</sup> Marines move up the Oruku Peninsula as other formations on Okinawa also resume the advance.

**June 7<sup>th</sup>:** Bambang on Luzon is liberated by elements of US I Corps. More US Carrier raids hit Kyushu's airfields.

**June 8<sup>th</sup>:** The Royal Navy submarine HMS Trenchant sinks the Imperial Japanese Navy cruiser Ashigara, as the latter evacuates 1200 troops from Batavia (Djakarta nowadays).

**June 9<sup>th</sup>:** Tito agrees to withdraw his partisans from Austria and Trieste.

## **'We Do Not Leave Our Fallen Behind'**

CAF locates remains of Stalker 22's crew on seabed.

*The Canadian Press May 28, 2020*



*Masked military pallbearers carry the casket of Sub Lt Abbigail Cowbrough during a repatriation ceremony for the six Canadian Forces personnel killed in a helicopter crash in the Mediterranean at Canadian Forces Base in Trenton, Ontario, May 6, 2020.*

*Frank Gunn/Pool via REUTERS*

OTTAWA — The Canadian Armed Forces has located the remains of some of the military members who died last month when the helicopter they were in crashed in the Mediterranean. A Canadian search and recovery team working with the United States Navy discovered the remains early Wednesday morning, not far from where they also located a large piece of the helicopter's fuselage, the military said in a written statement. "This is encouraging news," said LGen Mike Rouleau, the commander of Canadian Joint Operations Command. "We do not leave our fallen behind and recovering Stalker 22's crew is of the utmost importance to all of us in the Canadian Armed Forces and the Department of National Defence." The CH-148 Cyclone helicopter, known as Stalker 22, crashed in the Ionian Sea April 29, killing four members of the air force and two from the navy. The helicopter was returning to HMCS Fredericton after a training flight and crashed within full view of the ship, which was in the Mediterranean participating in a NATO mission.

The body of Sub Lt Abbigail Cowbrough was recovered immediately after the crash and remains of Capt Brenden Ian MacDonald were recovered almost two weeks later. Four other service members are still listed as missing and presumed dead, including Capt Kevin Hagen, Capt Maxime Miron-Morin, Sub Lt Matthew Pyke, and Master Cpl Matthew Cousins. Their families were informed that bodies had been located Wednesday, before the military went public with the news. The crash occurred in deep water about 400 kilometres east of Catania, Sicily. The Canadian military requested help from the US Navy because Canada does not have the capability to search in water that deep. The search teams left Greece on a supply ship May 25 and arrived on the crash site early Wednesday morning. They deployed a remotely operated sub, which the military said quickly found a large piece of the fuselage at a depth of 3,143 metres. Remains of the fallen military personnel were found nearby. The flight data and voice recorders were retrieved the day of the crash and are being analyzed in Ottawa, but Rouleau said recovering the actual helicopter will help determine what caused the crash.

The military said more information about the search and recovery effort will be made public in the coming days. The remaining members of the Cyclone detachment have returned to Canada. HMCS Fredericton was docked in Italy for almost two weeks following the crash but returned to service May 13. RAdm Craig Baines, the commander of Maritime Forces Atlantic, said the search operation is very complicated and may take a long time to complete. The Canadian Armed Forces said the recovery team will continue the search for as long as necessary.

## **The Final Peace of 2<sup>nd</sup> Lieutenant Eric Henderson**

*Martyn Day*



*“Tread softly o’er my beautiful Eric’s grave for a mother’s love lies here.”*

On Wednesday 16<sup>th</sup> May 2018 2<sup>nd</sup> Lieutenant Eric Henderson of the Post Office Rifles was finally laid to rest amongst his comrades on Messines Ridge in Belgium. He was the Great Uncle of Sarah Foot who lives in Newry Road in St Margaret’s and she saw him buried in Oak Dump Cemetery along with her two sisters Judith and Lucy. At 0310, on June

7<sup>th</sup> 1917, after an extensive artillery bombardment, the British detonated 19 mines beneath Messines Ridge, killing over 10,000 German soldiers. The explosions were so loud, the most powerful non-nuclear detonations that the world has ever seen, that they rattled the windows in Downing Street in London. Following the explosions Eric’s platoon, part of the 1/8<sup>th</sup> Battalion, London Regiment (Post Office Rifles) was ordered to take four enemy positions - Oak Trench, Oak Reserve, Oak Support and Oak Switch. As they advanced onto the ridge at about 0915hrs they ran into heavy machine gun fire from a formidable strongpoint known as the ‘*Dammstrasse*’ and it was here that Eric was killed and subsequently reported ‘*missing*’. He was 21 years old. His remains were only found during roadworks in 2017 along with a silver coin engraved with ‘*2<sup>nd</sup> Lt. Eric Henderson, London Regiment*’.

Nearly 100 years ago, the Imperial War Graves Commission made a promise that to remember and respect the fallen they should be buried with due ceremony beneath uniform headstones with no distinction made on account of military rank, race or creed and so it was with 2<sup>nd</sup> Lieutenant Henderson buried in Oak Dump Cemetery beside 111 of his brothers in arms. Mel Donnelly, the CWGC Commemorations Manager, said: “For almost a century, 2<sup>nd</sup> Lieutenant Eric Henderson was remembered with honour on the CWGC’s Ypres (Menin Gate) Memorial to the Missing - one of tens of thousands of young men whom the fortune of war denied a known grave. When the memorial was unveiled in 1927, the assembled mourners were told ‘*He is not missing. He is here*’. Today, thanks to the efforts of many, that statement has new meaning for Eric and his family. Judith Leyman, Eric’s great niece, said “*Being here in*



*Ypres, and knowing Eric's resting place, means an awful lot to us. He wasn't a dusty memory in our family, but part of our mental landscape."* The War Graves Commission provided the headstone, which was engraved with his name and the personal inscription: "*Tread softly o'er my beautiful Eric's grave for a mother's love lies here*". With the 100<sup>th</sup> anniversary of the Armistice and the end of the 1<sup>st</sup> World War approaching I am struck not just by the care and respect shown to Eric Henderson and his family but by the fact that despite the years, despite the

wars that followed and despite the cynicism of the time we still remember a 100 year old promise...



*Have you forgotten yet? ...  
Look up and swear by the green of the spring that you'll never forget.  
SIEGFRIED SASSOON*



## **UK Spies Will Need Artificial Intelligence - RUSI Report**

*Gordon Corera Security correspondent 27 April 2020*



*Image copyright GETTY IMAGES*

UK spies will need to use artificial intelligence (AI) to counter a range of threats, an intelligence report says. Adversaries are likely to use the technology for attacks in cyberspace and on the political system, and AI will be needed to detect and stop them. But AI is unlikely to predict who might be about to be involved in serious crimes, such as terrorism - and will not replace human judgement, it says. The report is based on unprecedented access to British intelligence. The Royal United Services Institute UK (RUSI) think tank also argues that the use of AI could give rise to new privacy and human-rights considerations, which will require new guidance. The UK's adversaries "will undoubtedly seek to use AI to attack the UK", RUSI says in the report - and this may include not just states, but also criminals.

The future threats could include using AI to develop deep fakes - where a computer can learn to generate convincing faked video of a real person - in order to manipulate public opinion and elections. It might also be used to mutate malware for cyber-attacks, making it harder for normal systems to detect - or even to repurpose and control drones to carry out attacks. In these cases, AI will be needed to counter AI, the report argues. "Adoption of AI is not just important to help intelligence agencies manage the technical challenge of information overload. It is highly likely that malicious actors will use AI to attack the UK in numerous ways, and the intelligence community will need to develop new AI-based defence measures," argues Alexander Babuta, one of the authors. The independent report was commissioned by the UK's GCHQ security service and had access to much of the country's intelligence community. All three of the UK's

intelligence agencies have made the use of technology and data a priority for the future - and the new head of MI5, Ken McCallum, who takes over this week, has said one of his priorities will be to make greater use of technology, including machine learning. However, the authors believe that AI will be of only "limited value" in "predictive intelligence" in fields such as counter-terrorism.



*The 2002 Tom Cruise film predicts a world in which crime can be predicted*

*Image copyright GETTY IMAGES*

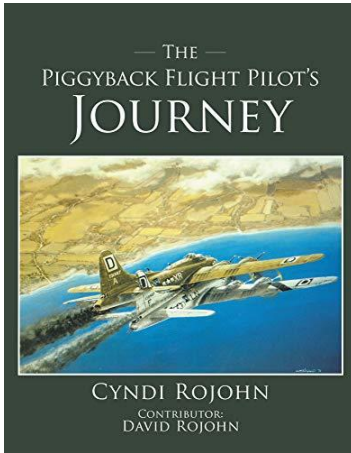
The often-cited fictional reference is the film *Minority Report* where technology is used to predict those on the path to commit a crime before they have carried it out. But the report argues this is less likely to be viable in real-life national security situations. Acts such as terrorism are too infrequent to provide sufficiently large historical datasets to look for patterns - they happen far less often than other criminal acts, such as burglary. Even within that data set, the background and ideologies of the perpetrators vary so much that it is hard to build a model of a terrorist profile. There are too many variables to make prediction straightforward, with new events potentially being radically different from previous ones, the report argues. Any kind of profiling could also be discriminatory and lead to new human-rights concerns. In practice, in fields like counter-terrorism, the report argues that "augmented" - rather than artificial - intelligence will be the norm - where technology helps human analysts sift through and prioritise increasingly large amounts of data, allowing humans to make their own judgements. It will be essential to ensure human operators remain accountable for decisions and that AI does not act as a "black box", from which people do not understand the basis on which decisions are made, the report says.

The authors are also wary of some of the hype around AI, and of talk that it will soon be transformative. Instead, they believe we will see the incremental augmentation of existing processes rather than the arrival of novel futuristic capabilities. They believe the UK is in a strong position globally to take a lead, with a concentration of capability in GCHQ - and more widely in the private sector, and in bodies like the Alan Turing Institute and the Centre for Data Ethics and Innovation. This has the potential to allow the UK to position itself at the leading edge of AI use but within a clear framework of ethics, they say. The deployment of AI by intelligence agencies may require new guidance to ensure safeguards are in place and that any intrusion into privacy is necessary and proportionate, the report says. One of the thorny legal and ethical questions for spy agencies, especially since the Edward Snowden revelations, is how justifiable it is to collect large amounts of data from ordinary people in order to sift it and analyse it to look for those who might be involved in terrorism or other criminal activity. And there's the related question of how far privacy is violated when data is collected and analysed by a machine versus when a human sees it. Privacy advocates fear that artificial intelligence will require collecting and analysing far larger amounts of data from ordinary people, in order to understand and search for patterns, that create a new level of intrusion. The authors of the report believe new rules will be needed. But overall, they say it will be important not to become over-occupied with the potential downsides of the use of technology. "There is a risk of stifling innovation if we become

overly-focused on hypothetical worst-case outcomes and speculations over some dystopian future AI-driven surveillance network," argues Mr Babuta. "Legitimate ethical concerns will be overshadowed unless we focus on likely and realistic uses of AI in the short-to-medium term."

## **The Piggyback Flight Pilot's Journey**

A Story of Heroism, Courage & Strength



This is an incredible book about an event that occurred during WW II. In 1944, following a mid-air collision, Captain Glenn Rojohn successfully landed his and another plane, simultaneously. The book was compiled meticulously as a labor of love by Capt Rojohn's daughter from hundreds of photographs, letters and a prison camp diary written by the pilot and sent to his mother. It is historically accurate and a fascinating read. The book covers the pilot's life from his childhood in a small town in Pennsylvania to when, toward the end of his life, he returned to the

field where he landed the planes.

On New Year's Eve 1944, a B-17 was flying in formation with others over Hamburg, Germany, after completing a bombing run. Piloting was Capt Glenn Rojohn and co-pilot 2<sup>nd</sup> Lt William G Leek Jr of the 8<sup>th</sup> Air Force's 100<sup>th</sup> Bomb Group. As they were heading back



to England via the North Sea, they were descended upon by German Messerschmitt Me-109s. As each bomber went down after being hit, Rojohn kept formation by taking their place. Below them were Lt William G McNab and 2<sup>nd</sup> Lt Nelson B Vaughn, at the controls of another B-17.

No one is quite sure exactly what happened next, but the 2 planes hit each other and got stuck! The top turret of McNab's plane went through the bottom of Rojohn's and Rojohn's ball turret came through the roof of McNab's. The B-17 below on fire and an already perilous situation became an airborne catastrophe in the making. As they strained to pull the aircraft up, Rojohn and Leek were forced to fly back over enemy territory. Rojohn ordered the men to bail out, however Leek wouldn't abandon his Captain to certain death. As they made a forced landing the bottom B-17 blew up. McNab and Vaughn perished. Rojohn and Leek survived but the back half of the aircraft was destroyed. Four out of the six crew members from Rojohn's plane made it. Four of McNab's team also escaped. "Piggyback heroes" Rojohn and Leek, who flew what were later described as "mating dragonflies", were reunited in 1987. Leek passed away in 1988 and Rojohn in 2003. Rojohn received the Air Medal, the Distinguished Flying Cross and the Purple Heart.

## Vancouver Artillery Association Yearbook Updates

We've still got our Zoom sessions happening every Wednesday and Sunday.

Drop on in and say hi!

**VAA Virtual Lunch every Wednesday at Noon PDT - <https://zoom.us/j/710845848>**

No computer? No smartphone? Dial in to 778 907 2071 Canada Meeting ID: 710 845 848

**RCAA Virtual Coffee every Sunday at 1600 PDT - <https://zoom.us/j/710752062>**

No computer? No smartphone? Dial in to 778 907 2071 Canada Meeting ID: 710 752 062

The Colonel Commandant sent out a list of Gunners to be commemorated on 6 June in Normandy. We did our part by sponsoring them on-line.

<https://www.weebly.com/editor/main.php#/>

It's now time to ensure that some of our own with roots in the 15<sup>th</sup> (Vancouver) Coast Brigade RCA are commemorated. Pick a name and go on-line to sponsor. We have until 6 June 2020. It costs nothing but 5 minutes of your time. Check out this page for the details.

<https://www.vancouvergunners.ca/whats-new/normandy-tribute-part-2>

There was another Change of Command this last weekend. One our former Commanding Officers, Lieutenant-Colonel Kent Wickens, turned over command of the 39<sup>th</sup> Signal Regiment on Sunday, 31 May 2020. Check out the video on the 39<sup>th</sup> Canadian Brigade Group Facebook page. [https://www.facebook.com/watch/live/?v=1004531739979361&ref=watch\\_permalink](https://www.facebook.com/watch/live/?v=1004531739979361&ref=watch_permalink)

The Warrant Officers and Sergeants Annual Dinner 2019

<https://www.vancouvergunners.ca/2019.html>

Yakima Firing Centre Video from 2000 <https://www.vancouvergunners.ca/2000.html>

Peter Moogk has provided some additional photos for the 1 July, 1980 Gastown Display page.

<https://www.vancouvergunners.ca/gastown-1980.html>

Looking for some info on these photos from Gunner (ret'd) Sevan Ashikian from the early 1970s <https://www.vancouvergunners.ca/sevan-ashikian.html>

Are you still a serving member of an Artillery unit? The Commanding Officer has already paid your dues for The Royal Canadian Artillery Association. We just need you register your membership so that you can benefit from the great member only insurance rates from the TD and also to gain entrance to the Member only forum. We're trying to get some discussion going on the new Hawkeye 105mm howitzer system.

<http://rca-arc.org/the-rca-association/membership/>

Remember – Stay healthy and stay safe!

### Who (or What) Is It?



**Last Week:** The **Stipa-Caproni**, also generally called the Caproni Stipa, was an experimental Italian aircraft designed in 1932 by Luigi Stipa (1900–1992) and built by Caproni. It featured a hollow, barrel-shaped fuselage with the

engine and propeller completely enclosed by the fuselage—in essence, the whole fuselage was a single ducted fan. Although the Regia Aeronautica (Italian Royal Air Force) was not interested in pursuing development of the Stipa-Caproni, its design influenced the development of jet propulsion. Stipa's basic idea, which he called the "intubed propeller", was to mount the engine and propeller inside a fuselage that itself formed a tapered duct, or venturi tube, and compressed the propeller's airflow and the engine exhaust before it exited the duct at the trailing edge of the aircraft, essentially applying Bernoulli's principle of fluid movements to make the aircraft's engine more efficient. This is a similar principle as is used in turbofan engines but used a piston engine to drive the compressor/propeller rather than a gas turbine. Stipa spent years studying the idea mathematically while working in the Engineering Division of the Italian Air Ministry, eventually determining that the venturi tube's inner surface needed to be shaped like an airfoil in order to achieve the greatest efficiency. He also determined the optimum shape of the propeller, the most efficient distance between the leading edge of the tube and the propeller, and the best rate of revolution of the propeller. Finally, he petitioned the Italian Fascist government to produce a prototype aircraft. The government, seeking to showcase Italian technological achievement—particularly in aviation—contracted the Caproni company to construct the aircraft in 1932.

The resulting aircraft was strikingly ungainly in appearance. The fuselage was a barrel-like tube, short and fat, open at both ends to form the tapered duct, with twin open cockpits in tandem mounted in a hump on top of it. The wings were elliptical and passed through the duct and the engine nacelle inside it. The duct itself had a profile similar to that of the airfoils, and a fairly small rudder and elevators were mounted on the trailing edge of the duct, allowing the ducted propeller wash to flow directly over them as it exited the fuselage to improve handling. The propeller was mounted inside the fuselage tube, flush with the leading edge of the fuselage, and the 120-horsepower de Havilland Gipsy III engine that powered it was mounted within the duct behind it at the midpoint of the fuselage. The aircraft had low, fixed, spatted main landing gear (spats removed in pictures used in this quiz) and a tailwheel, making it look as if it was squatting when on the ground.

The Stipa-Caproni first flew on 7 October 1932 and initial testing showed that the "intubed propeller" design did increase the engine's efficiency as Stipa had calculated, and the additional lift provided by the airfoil shape of the interior of the duct itself allowed a very low landing speed of only 68 km/h (42 mph) and assisted the Stipa-Caproni in achieving a higher rate of climb than other aircraft with similar power and wing loading. The placement of the rudder and elevators in the exhaust from the propeller wash at the trailing edge of the tube gave the aircraft handling characteristics that made it very stable in flight, although they later were enlarged to further improve the plane's handling characteristics. The Stipa-Caproni proved to be noticeably quieter than conventional aircraft of the time. Unfortunately, the "intubed propeller" design also induced so much aerodynamic drag that the benefits in engine efficiency were cancelled out, and the aircraft's top speed proved to be only 131 km/h (81 mph). All test pilots reported that the plane was extremely stable in flight - to the point where it was difficult to change course - test pilots were also astounded by the very low landing speed and the consequent very short landing run. As the plane did not perform noticeably better than conventional aircraft designs, the *Regia Aeronautica* decided to cancel further development. No further prototypes were built.



**This Week:** Some of our readers may remember a time when our leaders deemed tanks unnecessary and were about to adopt an anti-tank version of the Swiss Mowag-derived LAV family “Stryker”. Fortunately for tankers, less so for General Dynamics, it was shown by the Taliban in Afghanistan that this might not be the best idea, given that tanks are more or less impervious to all but the largest of IEDs. As a result, the Canadian Army hurriedly recalled those of its Cold War-era Leopard C2s not already disposed of, then borrowed some more modern Leopard 2A6s from Germany, while finally purchasing used Leopard 2A4Ms from the Netherlands. However, tanks in use should be always seen as needing replacement in the near future, or so some armour experts have told us. This advice seems to have been sometimes ignored in Canada, with the Centurion, a fine MBT which first saw service in with the British in 1945, soldiering on until 1979 in Canadian service.



Therefore, DND should be now thinking of a replacement for the Leopard, fine vehicle that it is. Future warfare may take turns not yet thought of, so why waste money on giant pieces of armour when we don't actually know who we will be fighting? As a result, why not go with something that can double as both a tank, and a snow-removal vehicle? In addition, to fight the current enemy, COVID-19, sanitizing devices can be easily deployed on such a small vehicle.

Moreover, in the best Canadian tradition, it's cheap, or, it is now. We are not sure how cheap it will be once it gets into the procurement process. The one problem we have is that no one here in Quiz Central has been able to identify this mighty tracked monster. If you can, send your answers to the editor, Bob Mugford ([bob.mugford@gmail.com](mailto:bob.mugford@gmail.com)), or the author, John Redmond ([johnd.redmond@telus.net](mailto:johnd.redmond@telus.net)). Remember, we won the war against all those other COVIDs, 1-18, so #19 will fall eventually!

### **From the ‘Punitary’**

How do trees access the internet? They log in.

### **Murphy's Other Laws**

The key to a totally open mind is total indifference.

### **Quotable Quotes**

Freedom is nothing but a chance to be better. - *Albert Camus*

## 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 Wednesday lunches.

Join us to check up on your old lunch buddies.

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



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.